Economic &
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Real Estate Economics
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DRAFT REPORT

CHULA VISTA URBAN CORE SPECIFIC PLAN FACILITIES IMPLEMENTATION ANALYSIS

Prepared for:

City of Chula Vista

Prepared by:

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May 18, 2006

EPS #15001

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I. INTRODUCTION AND SUMMARY OF FINDINGS

Economic & Planning Systems (EPS) and McGill Martin Self (MMS) have been retained by the City of Chula Vista to prepare a Facilities Implementation Analysis (FIA) for the Urban Core Specific Plan. The FIA involves the following analyses:

1. Cost estimates, definitions of purpose, and allocation of geographic areas of benefit for the public improvements called for in the Specific Plan;

2. Projections of development in the Urban Core Specific Plan area over the next several decades;

3. Identification of public improvements that may be funded through nexus-based development impact fee programs;

4. Identification of any temporary and overall funding deficits attributable to shortfalls in fee revenues versus the costs of improvements;

5. Evaluation of the impacts of such fees on the feasibility of new development;

6. Discussion of the availability and applicability of alternative funding mechanisms, including redevelopment tax increment;

7. Revenue estimates for the tax increment likely to be generated through redevelopment in the Urban Core.

This analysis is intended to provide the decision-makers of the City of Chula Vista with an understanding of the purposes of various improvements, the extent to which the development in the Urban Core is likely to support the required costs of those improvements, and the various mechanisms through which those funds could be generated. This knowledge will be critical in prioritizing the public infrastructure and facility investments in various locations and at various times.

SUMMARY OF FINDINGS

This analysis has led to the following conclusions:

1. The public improvements called for in the Urban Core Specific Plan are estimated to cost a total of $135 million in today's dollars. These improvements include projects for transportation, traffic signalization, transit, and public spaces (parks and plazas).

2. A limited group of these public improvements are required to provide new capacity for development expected to occur in the Urban Core. The remaining improvements are required to address existing deficiencies and/or aesthetic

improvements in the Urban Core, and may have wider areas of benefit, including the Bayfront, Western Chula Vista, or the entire City.

3. Based on the findings and projections of market research, it is estimated that roughly 3,600 housing units, 259,000 square feet of retail, 1.1 million square feet of office space, and 650,000 square feet of hotel/motel will be developed in the Urban Core Specific Plan area through the year 2030. Full buildout of the Urban Core's expected future development—an additional 3,500 housing units and 200,000 square feet of office—may not occur for several additional decades.

4. The imposition of development impact fees in the Urban Core based only on those improvements required to mitigate the demands from new development would result in Transportation and Traffic Signal fees that are below the current levels being levied in Chula Vista. The Parks Acquisition and Development (PAD) fee calculated for the Urban Core would be slightly higher than the PAD fees currently applicable in Western Chula Vista, but well below the current levels in the Eastern Territories.

5. The impact fee revenues would not cover the full costs of improvements as detailed in the Specific Plan, and are also expected to lag behind the desired pace of improvements, which are heavily concentrated in the "5-10 year" timeframe. In sum, the impact fees calculated herein would be expected to cover roughly half of the total costs of improvements included in the Specific Plan.

6. The impact fees, as calculated for the Urban Core, would not materially affect the feasibility of desired residential or commercial development.

7. The development and continued value escalation of Redevelopment Project Area parcels within Western Chula Vista is projected to yield a total of nearly $200 million (present value) in tax increment through the year 2036. This does not include or assume any increase in revenue related to development proposals currently being discussed for the Bayfront area.

8. If impact fees are levied in the Urban Core as calculated in this document, only about $67 million or 35 percent of the tax increment would be required to fund other improvements not covered by the impact fees, leaving roughly $127 million (present value) for other projects within western Chula Vista redevelopment areas.

9. Alternative funding sources such as regional or intergovernmental grants, Capital Improvements Program funds, developer exactions, and land-secured financing (Mello-Roos districts) may also be appropriate and attainable for certain improvements, thereby lowering the financial burden on the desired Urban Core development and allowing more tax increment funds to be used for other priorities in the City.

II. PUBLIC IMPROVEMENT COSTS

The Urban Core Specific Plan identifies a variety of public facilities for which this implementation analysis has been prepared. Some of these facilities are required to provide capacity for new residents, workers, and visitors to the Urban Core. Examples include intersection and roadway improvements, park improvements, etc. Other public facilities in the Specific Plan serve users beyond the Urban Core, such as the interchange and transit improvements that will be used by Bayfront and Eastern Chula Vista populations as well as those in Urban Core.

City staff, MMS, and EPS have established the list and estimated the costs of public improvements associated with the Urban Core Specific Plan, as shown on **Table 1**. The costs for these improvements have been estimated with contingencies included, and have been verified as reasonably conservative by City engineering staff. As shown, it is estimated that the total costs of public improvements for the Urban Core Specific Plan will total roughly $135 million, in today's dollars.

The list of improvements has been segregated into four categories: transportation improvements, traffic signals, transit improvements, and public spaces. This categorization is helpful in estimating the levels of impact fees that would be required to provide such improvements, and comparing those fees to the existing fees imposed in the City of Chula Vista.

As **Table 1** shows, the majority of the public improvement costs are categorized as transportation improvements. These include freeway interchange improvements, street widenings, added turn lanes, roadway restriping, etc. Sidewalk and crosswalk improvements are also shown in this category, as these improvements would be most efficiently constructed during the improvement of the streets.

Public spaces comprise the second largest category of costs. **Table 1** shows that three major park improvements would be required under the Specific Plan—Lower Sweetwater Park, Memorial Park, and Promenade Park. The costs of acquiring land and developing park features are included in these cost estimates. In addition, numerous plazas are envisioned throughout the Urban Core. These plazas would provide a different type of public space than would a traditional park, but are similar in providing public access to places for congregation and recreation.

EPS has assumed that the public space acquisitions and improvements generally would be phased according to the demands created by residential development in the Urban Core, but in fact may occur more opportunistically as parcels are available. Also, it is important to note that the park improvements (excluding the plazas) sum to roughly 33 to 40 acres. This amount may not be adequate for all of the residential development ultimately envisioned by the Specific Plan, but the total demand is assumed to be met in combination with proposed plazas in the Urban Core and parks in the Bayfront area.

Table 1
Public Facilities and Infrastructure Improvements
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Improvements	Comments	Total Cost	Time Frame	Description/ Comments
TRANSPORTATION IMPROVEMENTS				
Bay Blvd/I-5 SB Ramp/E Street	Restripe At Ramp	$10,000	0-5 years	Add EB, SB and NB right-turn lanes
F Street Improvements (I-5 to Fourth Ave.)	48 feet wide, Includes Class I or II Bike Lane	$8,056,000	0-5 years	
F Street Sidewalk Improvements (I-5 to Fourth Ave.)	sidewalk lighting	$3,813,000	0-5 years	Standard paving of 16' wide incl. landscaping, tree wells and furniture/lighting?
Fifth Ave/H Street Change Approach	Add protective plus permissive phasing, add a 12' wide westbound right turn lane 120' in length included in CIP	$74,000	0-5 years	Change NB/SB approaches
Fourth Ave/H Street Add Lane		$74,000	0-5 years	Add EB/WB right-turn lane
Fourth Ave/SR-54 EB Ramp Add Lane		$74,000	0-5 years	Add EB right-turn lane
I-5 NB Ramp/E Street Add Lane & LRT	Coordinate with CalTrans, Only Restripe	$10,000	0-5 years	Add lane and LRT grade separation
I-5 NB Ramp/H Street Add Lanes/LRT/Restripe	Coordinate with CalTrans, Only Restripe	$10,000	0-5 years	Add lanes, LRT grade separation & restripe
I-5 SB Ramp/H Street Add Lanes	Coordinate with CalTrans, Only Restripe	$10,000	0-5 years	Add SB left, EB thru and right turn lanes
Third Ave/E Street Convert Lanes	Right Turn lanes, striping	$10,000	0-5 years	Convert to exclusive right-turn lanes
Third Ave/F Street Convert Lanes	Right Turn lanes, striping	$10,000	0-5 years	Convert to exclusive right-turn lanes
Third Ave/G Street Convert Lanes	Right Turn lanes, striping	$10,000	0-5 years	Convert to exclusive right-turn lanes
Third Avenue Crosswalk Paving (Village District)	Includes 8 crosswalks at intersections	$550,000	0-5 years	Crosswalk special paving along Third Ave
Third Avenue Sidewalk Improvements	Assume Special Paving between 14 to 38' wide (depends on diagonal parking)' Sidewalk monolithic curb and gutter, driveways and sidewalk lighting.	$1,744,000	0-5 years	16' wide improvements incl. landscaping, furniture, tree wells, and lighting
Third Avenue Midblock Improvements (5 @ 50' LF each)	Midblock Crossings and enhanced sidewalk	$954,000	0-5 years	38' wide improvements at mid-block crossings incl. landscaping, furniture, tree wells, and lighting
Third Avenue Street Improvements (E to G St.)	Narrow most of Third repave entire road	$5,014,000	0-5 years	
Broadway Sidewalk Improvements (C to L St.)	Assume Special Paving 9' wide Sidewalk monolithic curb and gutter, driveways, sidewalk lighting	$7,469,000	5-10 years	
Broadway Special Paving-Crosswalks	Assume Stamped Paving 8' wide	$93,000	5-10 years	Crosswalk special paving at E, F, G, H Streets
Broadway Street Improvements (E to F St.)	Widen Road 14 ' New pavement (82' curb to curb with 12' raised median), street lights, lane markings, curb, gutter and drainage	$3,066,000	5-10 years	Median & landscaping, lighting, curb-gutter, bike lanes
Broadway Street Improvements (C to E St., F to L St.)	New pavement (82' curb to curb with 12' raised median), street lights, lane markings, curb, gutter and drainage	$15,635,000	5-10 years	Total cost adjusted by $6M to incl. current TransNet program improvements.
Broadway/SR-54 WB Ramp Restripe	Restripe At Ramp	$10,000	5-10 years	Restripe into shared left-right lane
E Street Improvements (I-5 to 300' east of ramp)	Widen E Street Six Feet 300 feet in length, railroad arms relocate, restripe bridge	$139,000	5-10 years	
H Street Improvements (I-5 to Broadway)	86' wide, 14' raised median, street lights	$4,951,000	5-10 years	

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Table 1
Public Facilities and Infrastructure Improvements
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Improvements	Comments	Total Cost	Time Frame	Description/ Comments
J Street/I-5 NB Ramp Add Lane	Construction feasibility under review	$10,000	5-10 years	Add EB left-turn and WB right-turn lane
L Street/Bay Blvd Signal/Add lane	Construction feasibility under review	$474,000	5-10 years	Add signal, SB left-turn, and NB right-turn
E Street Streetscape Improvements (I-5 to Broadway, 3rd Ave. to 4th Ave.)	Enhanced landscaping, driveways, sidewalk lighting	$2,211,500	10 + Years	Standard paving 8'-13' incl. landscaping, furniture, tree wells and lighting. Figure shown = 50% of estimate provided due to reduced scope of area to be improved.
H Street Improvements (Broadway to Third)	70' wide, 14' raised median, street lights	$9,231,000	10 + Years	
H Street Sidewalk Improvements	Assume Special Paving 16' wide Sidewalk monolithic curb and gutter, driveways, sidewalk lighting, need 38' ROW between I-5/Broadway, 8' ROW between Broadway/Third Ave)	$1,988,000	10 + Years	Does not incl. additional ROW costs.
H Street Special Paving-Crosswalks (I-5 to Third Ave.)	Assume Stamped Paving 8' wide	$389,000	10 + Years	Crosswalk special paving at Third, Fourth, Fifth, Broadway, Woodlawn & I-5
Woodlawn Ave Sidewalk Improvements (E to H St.)	20' wide standard	$1,710,000	10 + Years	
Woodlawn Ave Street Improvements (E to G St.)	Include raised median connect to H street	$4,668,750	10 + Years	Doesn't include land acquisition costs
	Subtotal, Transportation	**$70,468,250**		
TRAFFIC SIGNAL				
Bay Blvd/I-5 SB Ramp Signal	Coordinate with Caltrans & CCV	$250,000	5-10 years	Add signal
Broadway/H Street Jumper Lane	Signs, Traffic Signal Modification	$38,000	5-10 years	Add jumper lane or thru lane
Industrial Blvd/I-5 NB Ramp Signal	Per CCV, CalTrans coordination.	$250,000	5-10 years	Add signal
Second Ave/D Street All-way Stop	4 Way Stop/ 2 Stop Signs	$10,000	10 + Years	Convert to all-way stop
Fourth Ave/Brisbane Street Signal Phase	Per CCV add signal head, restripe, reprogram	$74,000	10 + Years	Add SB right-turn overlap phase to signal
	Subtotal, Traffic Signal	**$622,000**		
TRANSIT IMPROVEMENTS				
Bus Shelters	Cost per CCV (3 @ 3rd Ave, 4 @ E St., 2 @ Broadway and 6 @ H St.)	$169,000	5-10 years	At each shuttle stop by shuttle loop service and citywide bus and transit service
	Subtotal, Transit Improvements	**$169,000**		

Table 1
Public Facilities and Infrastructure Improvements
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Improvements	Comments	Total Cost	Time Frame	Description/ Comments
PUBLIC SPACES				
Parks				
Lower Sweetwater Park & Improvements	(UCSP Est.) 15-20 ac	$30,000,000	5-10 years	
Memorial Park Annex & Park Improvements	(UCSP Est.) 3-5 ac	$7,500,000	10 + Years	
Promenade Park & Improvements (West of Broadway between E & H St.)	(UCSP Est.) 15 ac	$22,000,000	10 + Years	
	Subtotal, Parks	**$59,500,000**		
Plazas				
3rd Ave/H Street Plaza Improvements		$350,000	0-5 years	
I-5 & F Street Overcrossing Plaza		$350,000	0-5 years	
Third Ave & F Street Plaza	Existing	$350,000	0-5 years	
Third Ave @ Memorial Park Plaza	Existing	$350,000	0-5 years	
4th Ave/H Street Plaza Improvements		$350,000	5-10 years	
5th Ave/H Street Plaza Improvements		$500,000	5-10 years	
Broadway/E Street Plaza & Improvements		$350,000	5-10 years	
Broadway/H Street Plaza & Improvements		$350,000	5-10 years	
E St. @ Trolley Station		$350,000	5-10 years	
H Street @ Chula Vista Center (Mall)		$350,000	10 + Years	
H Street @ Woodlawn Plaza		$350,000	10 + Years	
I-5 & E Street Overcrossing Plaza		$350,000	10 + Years	
I-5 & H Street Overcrossing Plaza		$350,000	10 + Years	
	Subtotal, Plazas	**$4,700,000**		
	Subtotal, All Public Spaces (Parks and Plazas)	**$64,200,000**		
TOTAL, ALL PUBLIC FACILITIES AND INFRASTRUCTURE IMPROVEMENTS		**$135,459,250**		

Unit costs are expressed in 2005 dollars through the entire spreadsheet and will be subject to change. Numbers are rounded to the thousandths dollar.

Sources: City of Chula Vista; McGill Martin Self; Economic & Planning Systems, Inc

The costs for transit improvements and traffic signals are fairly minimal in the Urban Core Specific Plan, with each category representing less than $1 million.

Tables 2 and 3 further define the costs of various improvements according to the purpose of each improvement and the geographical areas of benefit. These distinctions are critical in understanding the nexus between new development in the Urban Core and the need for additional improvements, as well as identifying costs that should be borne by a larger geographic area than just the Urban Core. For example, new development in the Urban Core may not be responsible for fully funding improvements that will substantially benefit new development in the Bayfront area or existing development in the Eastern Territories. EPS has worked with City staff to conceptually allocate the costs for various improvements by purpose and geography. **Table 2** shows these allocations by percentage of costs, while **Table 3** calculates the actual dollars amounts implied by those allocations.

It is important to note that the improvements shown as being the responsibility of the Urban Core to provide new capacity are only those improvements identified as required for mitigation in environmental impact assessments. All other costs are "optional" in the sense that they are not required for environmental mitigation, and thus would not be wholly attributable to new development in the Urban Core. This distinction represents a highly conservative assumption regarding the nexus requirements for impact fees, as it is possible that other improvements intended to serve new Urban Core development may also be eligible for impact fee funding. This present study is not intended to fully document the nexus relationships between development and needed improvements; such analysis would be required separately prior to the adoption of any impact fees unique to the Urban Core.

Table 4 provides an estimate of the improvement costs by category, purpose, and geography in three different time periods—within five years, five to ten years, and ten or more years. This assessment distinguishes those improvements that are most critical to support new development in the near term from those that are likely to be required only as the Urban Core undergoes substantial new development. As **Table 4** shows, most of the costs attributable to the need for added capacity for development in the Urban Core are associated with public spaces. The transportation improvements are largely allocated to Citywide responsibility, as many of the improvements are required or desired to enhance traffic flow and the urban experience on major corridors that serve the entire City rather than just Urban Core populations. Again, the Urban Core is assigned only those transportation improvements identified as being required to mitigate additional traffic associated with new development in the Urban Core—the remaining costs are assumed to be more broadly shared.

It is important to note that several improvements envisioned for the Urban Core area are not included in this analysis, for various reasons. Parking structures for the transit stations and for the Village have not been included as costs in this Urban Core facilities analysis, because they serve a City-wide or even regional population and may be funded through other means. Similarly, the costs of building pedestrian paseos have not been

Table 2
Allocation of Public Facilities and Infrastructure Improvements – Percentages
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Improvements	Total Cost	Time Frame	% Needed For: New Capacity	% Needed For: Amenity	Geographical Responsibility (%): Urban Core	Bay-Front	Western C.V.	City-wide
TRANSPORTATION IMPROVEMENTS								
Bay Blvd/I-5 SB Ramp/E Street	$10,000	0-5 years	100%		67%	33%		
F Street Improvements (I-5 to Fourth Ave.)	$6,056,000	0-5 years		100%			100%	
F Street Sidewalk Improvements (I-5 to Fourth Ave.)	$3,813,000	0-5 years		100%			100%	
Fifth Ave/H Street Change Approach	$74,000	0-5 years	100%		100%			
Fourth Ave/H Street Add Lane	$74,000	0-5 years	100%		100%			
Fourth Ave/SR-54 EB Ramp Add Lane	$74,000	0-5 years	100%		100%			
I-5 NB Ramp/E Street Add Lane & LRT	$10,000	0-5 years	100%		67%	33%		
I-5 NB Ramp/H Street Add Lanes/LRT/Restripe	$10,000	0-5 years	100%		67%	33%		
I-5 SB Ramp/H Street Add Lanes	$10,000	0-5 years	100%		67%	33%		
Third Ave/E Street Convert Lanes	$10,000	0-5 years		100%				100%
Third Ave/F Street Convert Lanes	$10,000	0-5 years		100%				100%
Third Ave/G Street Convert Lanes	$10,000	0-5 years		100%				100%
Third Avenue Crosswalk Paving (Village District)	$550,000	0-5 years		100%				100%
Third Avenue Sidewalk Improvements	$1,744,000	0-5 years		100%				100%
Third Avenue Midblock Improvements (5 @ 50' LF each)	$954,000	0-5 years		100%				100%
Third Avenue Street Improvements (E to G St.)	$5,014,000	0-5 years		100%				100%
Broadway Sidewalk Improvements* (C to L St.)	$7,469,000	5-10 years		100%				100%
Broadway Special Paving-Crosswalks	$93,000	5-10 years		100%				100%
Broadway Street Improvements (E to F St.)	$3,066,000	5-10 years		100%				100%
Broadway Street Improvements (C to E St., F to L St.)	$15,635,000	5-10 years		100%				100%
Broadway/SR-54 WB Ramp Restripe	$10,000	5-10 years	100%		100%			
E Street Improvements (I-5 to 300' east of ramp)	$139,000	5-10 years	100%		67%	33%		
H Street Improvements (I-5 to Broadway)	$4,951,000	5-10 years	100%		67%	33%		
J Street/I-5 NB Ramp Add Lane	$10,000	5-10 years	100%		67%	33%		
L Street/Bay Blvd Signal/Add lane	$474,000	5-10 years	100%		67%	33%		
E Street Streetscape Improvements (I-5 to Broadway, 3rd Ave. to 4th Ave.)	$2,211,500	10 + Years		100%	50%		50%	
H Street Improvements (Broadway to Third)	$9,231,000	10 + Years		100%				100%
H Street Sidewalk Improvements	$1,988,000	10 + Years		100%				100%
H Street Special Paving-Crosswalks (I-5 to Third Ave.)	$389,000	10 + Years		100%				100%
Woodlawn Ave Sidewalk Improvements (E to H St.)	$1,710,000	10 + Years		100%	100%			
Woodlawn Ave Street Improvements (E to G St.)	$4,668,750	10 + Years		100%	100%			
Subtotal, Transportation	**$70,468,250**							
TRAFFIC SIGNAL								
Bay Blvd/I-5 SB Ramp Signal	$250,000	5-10 years	100%		67%	33%		
Broadway/H Street Jumper Lane	$38,000	5-10 years	100%		100%			
Industrial Blvd/I-5 NB Ramp Signal	$250,000	5-10 years	100%		67%	33%		
Second Ave/D Street All-way Stop	$10,000	10 + Years	100%		100%			
Fourth Ave/Bnsbane Street Signal Phase	$74,000	10 + Years	100%		100%			
Subtotal, Traffic Signal	**$622,000**							

Table 2
Allocation of Public Facilities and Infrastructure Improvements -- Percentages
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Improvements	Total Cost	Time Frame	% Needed For: New Capacity	% Needed For: Amenity	Geographical Responsibility (%): Urban Core	Bay-Front	Western C.V.	City-wide
TRANSIT IMPROVEMENTS								
Bus Shelters	$169,000	5-10 years		100%				100%
Subtotal, Transit Improvements	**$169,000**							
PUBLIC SPACES								
Parks								
Lower Sweetwater Park & Improvements	$30,000,000	5-10 years	100%		100%			
Memorial Park Annex & Park Improvements	$7,500,000	10 + Years	100%		100%			
Promenade Park & Improvements (West of Broadway between E & H St.)	$22,000,000	10 + Years	100%		100%			
Subtotal, Parks	**$59,500,000**							
Plazas								
3rd Ave/H Street Plaza Improvements	$350,000	0-5 years	100%		100%			
I-5 & F Street Overcrossing Plaza	$350,000	0-5 years	100%		100%			
Third Ave & F Street Plaza	$350,000	0-5 years	100%		100%			
Third Ave @ Memorial Park Plaza	$350,000	0-5 years	100%		100%			
4th Ave/H Street Plaza Improvements	$350,000	5-10 years	100%		100%			
5th Ave/H Street Plaza Improvements	$500,000	5-10 years	100%		100%			
Broadway/E Street Plaza & Improvements	$350,000	5-10 years	100%		100%			
Broadway/H Street Plaza & Improvements	$350,000	5-10 years	100%		100%			
E St. @ Trolley Station	$350,000	5-10 years	100%		100%			
H Street @ Chula Vista Center (Mall)	$350,000	10 + Years	100%		100%			
H Street @ Woodlawn Plaza	$350,000	10 + Years	100%		100%			
I-5 & E Street Overcrossing Plaza	$350,000	10 + Years	100%		100%			
I-5 & H Street Overcrossing Plaza	$350,000	10 + Years	100%		100%			
Subtotal, Plazas	**$4,700,000**							
Subtotal, All Public Spaces (Parks and Plazas)	**$64,200,000**							
TOTAL, ALL PUBLIC FACILITIES AND INFRASTRUCTURE IMPROVEMENTS	**$135,459,250**							

Unit costs are expressed in 2005 dollars through the entire spreadsheet and will be subject to change. Numbers are rounded to the thousandths dollar.

Sources: City of Chula Vista; McGill Martin Self, Economic & Planning Systems, Inc.

Table 3
Allocation of Public Facilities and Infrastructure Improvements -- Dollar Amounts
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Improvements	Total Cost	Time Frame	$ Needed For: New Capacity	$ Needed For: Amenity	Geographical Responsibility ($): Urban Core	Bay-Front	Western C.V.	City-wide
TRANSPORTATION IMPROVEMENTS								
Bay Blvd/I-5 SB Ramp/E Street	$10,000	0-5 years	$10,000	$0	$6,700	$3,300	$0	$0
F Street Improvements (I-5 to Fourth Ave.)	$6,056,000	0-5 years	$0	$6,056,000	$0	$0	$6,056,000	$0
F Street Sidewalk Improvements (I-5 to Fourth Ave.)	$3,813,000	0-5 years	$0	$3,813,000	$0	$0	$3,813,000	$0
Fifth Ave/H Street Change Approach	$74,000	0-5 years	$74,000	$0	$74,000	$0	$0	$0
Fourth Ave/H Street Add Lane	$74,000	0-5 years	$74,000	$0	$74,000	$0	$0	$0
Fourth Ave/SR-54 EB Ramp Add Lane	$74,000	0-5 years	$74,000	$0	$74,000	$0	$0	$0
I-5 NB Ramp/E Street Add Lane & LRT	$10,000	0-5 years	$10,000	$0	$6,700	$3,300	$0	$0
I-5 NB Ramp/H Street Add Lanes/LRT/Restripe	$10,000	0-5 years	$10,000	$0	$6,700	$3,300	$0	$0
I-5 SB Ramp/H Street Add Lanes	$10,000	0-5 years	$10,000	$0	$6,700	$3,300	$0	$0
Third Ave/E Street Convert Lanes	$10,000	0-5 years	$0	$10,000	$0	$0	$0	$10,000
Third Ave/F Street Convert Lanes	$10,000	0-5 years	$0	$10,000	$0	$0	$0	$10,000
Third Ave/G Street Convert Lanes	$10,000	0-5 years	$0	$10,000	$0	$0	$0	$10,000
Third Avenue Crosswalk Paving (Village District)	$550,000	0-5 years	$0	$550,000	$0	$0	$0	$550,000
Third Avenue Sidewalk Improvements	$1,744,000	0-5 years	$0	$1,744,000	$0	$0	$0	$1,744,000
Third Avenue Midblock Improvements (5 @ 50' LF each)	$954,000	0-5 years	$0	$954,000	$0	$0	$0	$954,000
Third Avenue Street Improvements (E to G St.)	$5,014,000	0-5 years	$0	$5,014,000	$0	$0	$0	$5,014,000
Broadway Sidewalk Improvements* (C to L St.)	$7,469,000	5-10 years	$0	$7,469,000	$0	$0	$0	$7,469,000
Broadway Special Paving-Crosswalks	$93,000	5-10 years	$0	$93,000	$0	$0	$0	$93,000
Broadway Street Improvements (E to F St.)	$3,066,000	5-10 years	$0	$3,066,000	$0	$0	$0	$3,066,000
Broadway Street Improvements (C to E St., F to L St.)	$15,635,000	5-10 years	$0	$15,635,000	$0	$0	$0	$15,635,000
Broadway/SR-54 WB Ramp Restripe	$10,000	5-10 years	$10,000	$0	$10,000	$0	$0	$0
E Street Improvements (I-5 to 300' east of ramp)	$139,000	5-10 years	$139,000	$0	$93,130	$45,870	$0	$0
H Street Improvements (I-5 to Broadway)	$4,951,000	5-10 years	$4,951,000	$0	$3,317,170	$1,633,830	$0	$0
J Street/I-5 NB Ramp Add Lane	$10,000	5-10 years	$10,000	$0	$6,700	$3,300	$0	$0
L Street/Bay Blvd Signal/Add lane	$474,000	5-10 years	$474,000	$0	$317,580	$156,420	$0	$0
E Street Streetscape Improvements (I-5 to Broadway, 3rd Ave. to 4th Ave.)	$2,211,500	10 + Years	$0	$2,211,500	$1,105,750	$0	$1,105,750	$0
H Street Improvements (Broadway to Third)	$9,231,000	10 + Years	$0	$9,231,000	$0	$0	$0	$9,231,000
H Street Sidewalk Improvements	$1,988,000	10 + Years	$0	$1,988,000	$0	$0	$0	$1,988,000
H Street Special Paving-Crosswalks (I-5 to Third Ave.)	$389,000	10 + Years	$0	$389,000	$0	$0	$0	$389,000
Woodlawn Ave Sidewalk Improvements (E to H St.)	$1,710,000	10 + Years	$0	$1,710,000	$1,710,000	$0	$0	$0
Woodlawn Ave Street Improvements (E to G St.)	$4,668,750	10 + Years	$0	$4,668,750	$4,668,750	$0	$0	$0
Subtotal, Transportation	**$70,468,250**		***$5,846,000***	***$64,622,250***	***$11,477,880***	***$1,852,620***	***$10,974,750***	***$46,163,000***
TRAFFIC SIGNAL								
Bay Blvd/I-5 SB Ramp Signal	$250,000	5-10 years	$250,000	$0	$167,500	$82,500	$0	$0
Broadway/H Street Jumper Lane	$38,000	5-10 years	$38,000	$0	$38,000	$0	$0	$0
Industrial Blvd/I-5 NB Ramp Signal	$250,000	5-10 years	$250,000	$0	$167,500	$82,500	$0	$0
Second Ave/D Street All-way Stop	$10,000	10 + Years	$10,000	$0	$10,000	$0	$0	$0
Fourth Ave/Brisbane Street Signal Phase	$74,000	10 + Years	$74,000	$0	$74,000	$0	$0	$0
Subtotal, Traffic Signal	**$622,000**		***$622,000***	***$0***	***$457,000***	***$165,000***	***$0***	***$0***

Table 3
Allocation of Public Facilities and Infrastructure Improvements -- Dollar Amounts
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Improvements	Total Cost	Time Frame	$ Needed For: New Capacity	$ Needed For: Amenity	Geographical Responsibility ($): Urban Core	Bay-Front	Western C.V.	City-wide
TRANSIT IMPROVEMENTS								
Bus Shelters	$169,000	5-10 years	$0	$169,000	$0	$0	$0	$169,000
Subtotal, Transit Improvements	***$169,000***		***$0***	***$169,000***	***$0***	***$0***	***$0***	***$169,000***
PUBLIC SPACES								
Parks								
Lower Sweetwater Park & Improvements	$30,000,000	5-10 years	$30,000,000	$0	$30,000,000	$0	$0	$0
Memorial Park Annex & Park Improvements	$7,500,000	10 + Years	$7,500,000	$0	$7,500,000	$0	$0	$0
Promenade Park & Improvements (West of Broadway between E & H St.)	$22,000,000	10 + Years	$22,000,000	$0	$22,000,000	$0	$0	$0
Subtotal, Parks	***$59,500,000***		***$59,500,000***	***$0***	***$59,500,000***	***$0***	***$0***	***$0***
Plazas								
3rd Ave/H Street Plaza Improvements	$350,000	0-5 years	$350,000	$0	$350,000	$0	$0	$0
I-5 & F Street Overcrossing Plaza	$350,000	0-5 years	$350,000	$0	$350,000	$0	$0	$0
Third Ave & F Street Plaza	$350,000	0-5 years	$350,000	$0	$350,000	$0	$0	$0
Third Ave @ Memorial Park Plaza	$350,000	0-5 years	$350,000	$0	$350,000	$0	$0	$0
4th Ave/H Street Plaza Improvements	$350,000	5-10 years	$350,000	$0	$350,000	$0	$0	$0
5th Ave/H Street Plaza Improvements	$500,000	5-10 years	$500,000	$0	$500,000	$0	$0	$0
Broadway/E Street Plaza & Improvements	$350,000	5-10 years	$350,000	$0	$350,000	$0	$0	$0
Broadway/H Street Plaza & Improvements	$350,000	5-10 years	$350,000	$0	$350,000	$0	$0	$0
E St. @ Trolley Station	$350,000	5-10 years	$350,000	$0	$350,000	$0	$0	$0
H Street @ Chula Vista Center (Mall)	$350,000	10 + Years	$350,000	$0	$350,000	$0	$0	$0
H Street @ Woodlawn Plaza	$350,000	10 + Years	$350,000	$0	$350,000	$0	$0	$0
I-5 & E Street Overcrossing Plaza	$350,000	10 + Years	$350,000	$0	$350,000	$0	$0	$0
I-5 & H Street Overcrossing Plaza	$350,000	10 + Years	$350,000	$0	$350,000	$0	$0	$0
Subtotal, Plazas	***$4,700,000***		***$4,700,000***	***$0***	***$4,700,000***	***$0***	***$0***	***$0***
Subtotal, All Public Spaces (Parks and Plazas)	***$64,200,000***		***$64,200,000***	***$0***	***$64,200,000***	***$0***	***$0***	***$0***
TOTAL, ALL PUBLIC FACILITIES AND INFRASTRUCTURE IMPROVEMENTS	$135,459,250		$70,668,000	$64,791,250	$76,134,880	$2,017,620	$10,974,750	$46,332,000

Unit costs are expressed in 2005 dollars through the entire spreadsheet and will be subject to change. Numbers are rounded to the thousandths dollar.

Sources: City of Chula Vista, McGill Martin Self, Economic & Planning Systems, Inc

Table 4
Allocation of Improvement Costs by Purpose and Geography through Time
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Improvement Category	Geography	0-5 years	5-10 years	10+ years	Total
Transportation Costs					
New Capacity					
	Urban Core	$248,800	$3,744,580	$0	$3,993,380
	Bayfront	$13,200	$1,839,420	$0	$1,852,620
	Total	$262,000	$5,584,000	$0	$5,846,000
Amenity					
	Urban Core	$0	$0	$7,484,500	$7,484,500
	Bayfront	$0	$0	$0	$0
	Western Chula Vista	$9,869,000	$0	$1,105,750	$10,974,750
	Citywide	$8,292,000	$26,263,000	$11,608,000	$46,163,000
	Total	$18,161,000	$26,263,000	$20,198,250	$64,622,250
Traffic Signals					
New Capacity					
	Urban Core	$0	$373,000	$84,000	$457,000
	Bayfront	$0	$165,000	$0	$165,000
	Total	$0	$538,000	$84,000	$622,000
Transit Improvements					
Amenity					
	Urban Core	$0	$0	$0	$0
	Bayfront	$0	$0	$0	$0
	Western Chula Vista	$0	$0	$0	$0
	Citywide	$0	$169,000	$0	$169,000
	Total	$0	$169,000	$0	$169,000
Public Spaces					
New Capacity					
	Urban Core	$1,400,000	$31,900,000	$30,900,000	$64,200,000
Total Improvements					
New Capacity					
	Urban Core	$1,648,800	$36,017,580	$30,984,000	$68,650,380
	Bayfront	$13,200	$2,004,420	$0	$2,017,620
	Total	$1,662,000	$38,022,000	$30,984,000	$70,668,000
Amenity					
	Urban Core	$0	$0	$7,484,500	$7,484,500
	Bayfront	$0	$0	$0	$0
	Western Chula Vista	$9,869,000	$0	$1,105,750	$10,974,750
	Citywide	$8,292,000	$26,432,000	$11,608,000	$46,332,000
	Total	$18,161,000	$26,432,000	$20,198,250	$64,791,250

Sources: City of Chula Vista; McGill Martin Self; Economic & Planning Systems, Inc.

included, as it is assumed that private development would be encouraged to construct these as part of their site plans. The costs of wastewater treatment facilities required to serve new development are assumed to be fully funded through existing user fee programs. And finally, the costs for grade crossings at E and H Streets are to be funded through SANDAG as regional transportation improvements that will appropriately rely on a combination of local, state and federal transportation dollars.

III. DEVELOPMENT PROJECTIONS

The Urban Core Specific Plan proposes new zones to implement new development and redevelopment within designated areas consistent with the City's General Plan over the next 20 to 25 years. Because of the current developed condition of the Urban Core, and the unique nature of urban revitalization, the exact extent, timing and sequence of infill development and redevelopment pursuant to the new zones is unpredictable and depends on a variety of factors. These include, but are not limited to, long-term viability associated with recent development; longevity of other existing residential and commercial uses that may not redevelop over the 25 year planning horizon; preservation of significant historic structures; and development costs associated with the acquisition, demolition, and cleanup of urbanized land. To that end, the Specific Plan anticipates the following projected buildout over the life of the plan consistent with the General Plan:

Type of Development	Net New Development Potential in Urban Core at Full Buildout
Multifamily Residential	7,100 units
Retail	1,650,000 square feet
Commercial	1,300,000 square feet
Hotel/Motel	650,000 square feet

Previous analyses generated by Economics Research Associates (ERA) projected the amount of various types of development that are likely to occur during the next several decades. The ERA work, presented in a documented entitled *City of Chula Vista Urban Core Specific Plan Market Analysis* (June 2, 2005), indicated the following assumptions could represent an aggressive growth scenario for the Urban Core through 2030:

Development Type	Total Demand through 2030	Average Annual Absorption
Residential	3,639 Units	146 Units
Office	1,122,000 Square Feet	44,880 Square Feet

Note that the ERA study indicated that there would be no net new retail development in the Urban Core, as the report determined that the Urban Core already had as much retail as could be envisioned for the future. Also, the ERA report did not attempt to estimate demand and absorption for hotel/motel space.

To estimate the total new development in the Urban Core over the next several decades, EPS has used the ERA absorption projections for residential and office space, shown above, and created new projections for retail and hotel/motel uses. The retail projections are based on the amount of retail square footage envisioned in development projects currently proposed or in various stages of the development pipeline. These retail square footage figures were provided by City staff. EPS's hotel/motel projections assume that lodging development will be fully built out by 2030, because of high demand in the Urban Core as the developments and amenities envisioned for the Bayfront are completed.

In sum, EPS has assembled the development projections for the Urban Core Specific Plan Area shown on **Table 5**. These figures are applied to the various analyses that follow in the next Chapter of this Report.

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Table 5
Development Absorption Projections by Time Period
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Land Use Category	Absorption Projections by Time Period				
	0-5 years	5-10 years	10-25 years	>25 Years	Total
Residential Units	730	730	2,179	3,461	7,100
Retail Square Feet (1)	234,000	25,000	0	0	259,000
Office Square Feet	224,400	224,400	673,200	178,000	1,300,000
Hotel/Motel Square Feet	130,000	130,000	390,000	0	650,000

(1) Total retail absorption is well below capacity created in the Specific Plan, corresponding to ERA's market analysis findings. Only retail square footage included in currently proposed projects is assumed to be built in Urban Core.

Sources: City of Chula Vista; Economics Research Associates; Economic & Planning Systems, Inc.

IV. DEVELOPMENT IMPACT FEE ANALYSIS

Enabled by AB 1600, development impact fees are required to establish the "nexus" or quantitative relationship between new development's demands on infrastructure, and the costs to provide capacity to meet those demands. Jurisdictions may not charge development impact fees that exceed the nexus-based costs attributable to new development. While this Facilities Implementation Analysis is not intended to establish the nexus for development impact fees at the level of engineering detail required for a legally defensible ordinance, it provides an estimate of the levels of fees that could be charged to new development in accordance with nexus principles, and evaluates the effects that such added costs may have on the feasibility of the types of development desired in the Urban Core.

This analysis calculates what fees might be charged by impact type, based on the development projected for the Urban Core Specific Plan alone, as a test of the feasibility of the plan. For reference, the discussion refers to transportation development impact fees ("TransDIF"), the Park Acquisition and Development Fee ("PAD"), and other terms generally used in Chula Vista based on existing fee programs. However, this analysis is restricted to the public improvement projects of the Urban Core Specific Plan and the developments projected to take place within that plan area. It is not expected that the City would establish a separate fee structure within this limited geography. Thus, at such time as a TransDIF is established for this area, or future adjustments are made to the PAD fees, those fees may vary significantly from the estimates contained in this report.

CALCULATION OF APPLICABLE IMPACT FEES

As discussed in Chapter II, the public facilities included in the Urban Core Specific Plan can be aggregated into only a few categories:

- Transportation Improvements—street widening, turning lanes, sidewalks and crosswalks, etc.
- Traffic Signals—lights, stop signs, phasing, etc.
- Transit Improvements—bus shelters
- Public Spaces—acquisition and development of parks and plazas

Of these categories, it is clear that the costs for certain transportation improvements, traffic signals, and public spaces would be eligible for funding through development impact fees, as they are demonstrably related to new development and impact fees currently exist for these purposes. Transit improvements are not as definitively related to new development in the Urban Core, as they may represent expanded services that serve the whole City or region, rather than just the residents, workers, and visitors of the Urban Core.

TRANSPORTATION IMPROVEMENTS

Certain transportation improvements are required to provide additional capacity on the existing roadway network, so that the vehicular traffic added from residents, workers, and visitors of the Urban Core will not cause congestion that causes health or safety problems. The City currently imposes a Transportation Development Impact Fee (TransDIF) on development in the Eastern Territories, and has proposed a similar fee to be applied throughout the City. The TransDIF in the Eastern Territories was structured for "greenfield" development, and in some cases is applied on a per-acre basis that does not reflect the conditions of the Urban Core, where redevelopment and higher density uses will be more prevalent than development on vacant land, and per-acre densities and mixes of uses will be more variable.

Transportation improvements are typically allocated to development based on trip generation—the number of vehicular trips that various types of development are likely to generate on the local road network. Trip generation varies by the type of development (residential, retail, office, etc.) and the context of the development (pedestrian-oriented mixed-use area vs. auto-oriented area). **Table 6** shows trip generation assumptions and calculations for the Urban Core Specific Plan at full buildout. As shown, it is projected that development in the Urban Core will generate over 100,000 daily vehicular trips at buildout, with residential development being responsible for the largest proportion of these trips.

Table 6 also applies the trip generation calculations to the costs for transportation improvements attributable to new development in the Urban Core, and calculates the fees that may be applicable to each type of development. As the table also illustrates, the calculated TransDIF's for all land uses in the Urban Core are substantially lower than those fees currently applied to new development in Eastern Chula Vista.

It is important to note that the costs used to calculate these TransDIF estimates do not include 100 percent of the projected costs of transportation improvements, as a large portion of those costs is required to address existing operational and aesthetic deficiencies and/or are assumed to be shared with development elsewhere in the City.

Table 7 compares the projected timing of TransDIF funding from new development in the Urban Core to the expected timing of various improvement costs. As shown, a disproportionate amount of improvement costs are shown to be desired in the five- to ten-year timeframe, creating a deficit in that period. In such instances, either projects would need to be deferred until more TransDIF funding is available from new development, or an alternative funding source would need to be utilized, which could then be back-filled with TransDIF funds as the development occurs in subsequent years.

Table 6
Transportation Development Impact Fee Estimate
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Activity Type	Traffic Signal Fee (1) Land Use Classification	Estimated Percent of Net New Development by Activity	Total New Development at Buildout (Units of Sq. Ft.)	Trip Generation per Day	Total Trips/ Day	Percent of Total Trips	Proportionate Share of Total Costs	Potential Fee per Unit or Sq. Ft.	Range of Proposed or Existing Fees (2)
Residential	Condo/Duplex	60%	4,260	8/DU	34,080	31.7%	$1,265,887	$297	
	Apartments	40%	2,840	6/DU	17,040	15.8%	$632,943	$223	
	Total/Average	100%	7,100		51,120	47.5%	$1,898,830	$267	$4,020 - $6,030/Unit
Retail	Commercial/Retail Center	50%	129,500	40/1000 SF	5,180	4.8%	$192,409	$1.49	
	Community Shopping Center	40%	103,600	80/1000 SF	8,288	7.7%	$307,854	$2.97	
	Restaurant/Lounge	10%	25,900	160/1000 SF	4,144	3.9%	$153,927	$5.94	
	Total/Average	100%	259,000		17,612	16.4%	$654,190	$2.53	$5.08 - $12.30/SF
Office	Commercial office building <100,000 SF	30%	390,000	20/1000 SF	7,800	7.3%	$289,728	$0.74	
	Commercial office building >100,000 SF	50%	650,000	17/1000 SF	11,050	10.3%	$410,447	$0.63	
	Corporate office building (single user)	10%	130,000	14/1000 SF	1,820	1.7%	$67,603	$0.52	
	Medical/dental building	10%	130,000	50/1000 SF	6,500	6.0%	$241,440	$1.86	
	Total/Average	100%	1,300,000		27,170	25.3%	$1,009,218	$0.78	$2.08 - $8.04/SF
Hotel/Motel	Hotel w/ convention & restaurant (3)	50%	325,000	10/Room	6,109	5.7%	$226,917	$0.70	
	Motel (2)	50%	325,000	9/Room	5,498	5.1%	$204,225	$0.63	
	Total/Average	100%	650,000		11,607	10.8%	$431,142	$0.66	$3.23 - $8.04/SF
Total					107,509	100%	$3,993,380		

(1) Traffic Signal Fee assumptions are used because they explicitly state the trip generation factors necessary to allocate costs.
(2) For residential, proposed fees provided by City staff. For non-residential, EPS estimated fees based on Eastern Territories fees (applied on per-acre basis), adjusted for likely densities of development in Urban Core.
(3) Assumes hotels/motels at 532 average gross square feet per room.

Sources: City of Chula Vista; McGill Martin Self; Economic & Planning Systems, Inc.

Table 7
Transportation Development Impact Fee Projections through Time
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Activity Type	Traffic Signal Fee (1) Land Use Classification	Estimated TransDIF	0-5 years Units/SF	0-5 years Fees	5-10 years Units/SF	5-10 years Fees	10+ years Units/SF	10+ years Fees	Total Units/SF	Total Fees
Residential	Condo/Duplex	$297	438	$130,155	438	$130,155	3,384	$1,005,578	4,260	$1,265,887
	Apartments	$223	292	$65,077	292	$65,077	2,256	$502,789	2,840	$632,943
	Total/Average	$267	730	$195,232	730	$195,232	5,640	$1,508,366	7,100	$1,898,830
Retail	Commercial/Retail Center	$1.49	117,000	$173,837	12,500	$18,572	0	$0	129,500	$192,409
	Community Shopping Center	$2.97	93,600	$278,138	10,000	$29,716	0	$0	103,600	$307,854
	Restaurant/Lounge	$5.94	23,400	$139,069	2,500	$14,858	0	$0	25,900	$153,927
	Total/Average	$2.53	234,000	$591,044	25,000	$63,146	0	$0	259,000	$654,190
Office	Commercial office building <100,000 SF	$0.74	67,320	$50,011	67,320	$50,011	255,360	$189,705	390,000	$289,728
	Commercial office building >100,000 SF	$0.63	112,200	$70,850	112,200	$70,850	425,600	$268,748	650,000	$410,447
	Corporate office building (single user)	$0.52	22,440	$11,669	22,440	$11,669	85,120	$44,264	130,000	$67,603
	Medical/dental building	$1.86	22,440	$41,676	22,440	$41,676	85,120	$158,087	130,000	$241,440
	Total/Average	$0.78	224,400	$174,207	224,400	$174,207	851,200	$660,805	1,300,000	$1,009,218
Hotel/Motel	Hotel w/ convention & restaurant (2)	$0.70	65,000	$45,383	65,000	$45,383	195,000	$136,150	325,000	$226,917
	Motel (3)	$0.63	65,000	$40,845	65,000	$40,845	195,000	$122,535	325,000	$204,225
	Total/Average	$0.66	130,000	$86,228	130,000	$86,228	390,000	$258,685	650,000	$431,142
Total TransDIF Fees				**$1,046,711**		**$518,813**		**$2,427,856**		**$3,993,380**
Total Costs Eligible for TransDIF (Urban Core Only)				**$248,800**		**$3,744,580**		**$0**		**$3,993,380**
TransDIF Surplus/(Deficit) in each Period				***$797,911***		***($3,225,767)***		***$2,427,856***		***$0***

(1) Traffic Signal Fee assumptions are used because they explicitly state the trip generation factors necessary to allocate costs.
(2) Assumes hotels at 650 gross square feet per room
(3) Assumes motels at 450 gross square feet per room

Sources: City of Chula Vista; McGill Martin Self; Economic & Planning Systems, Inc.

TRAFFIC SIGNALS

Traffic signals are required to safely and efficiently manage the flow of the vehicular traffic added from residents, workers, and visitors of the Urban Core. The City currently imposes a Traffic Signal Fee on most development projects throughout the City. The Traffic Signal Fee is allocated to development based on trip generation. **Table 8** applies the trip generation calculations to the costs for traffic signal improvements, and calculates the fees that may be applicable to each type of development.

Table 8 also compares the Traffic Signal Fees as calculated for the Urban Core to those currently applied to new development in Chula Vista. As shown, the projected Traffic Signal Fees for all land uses in the Urban Core are substantially lower than those currently levied by the City.

Table 9 compares the projected timing of Traffic Signal Fee funding from new development in the Urban Core to the expected timing of various improvement costs. As with the TransDIF improvements, a disproportionate amount of traffic signal improvement costs is shown to be desired in the five to ten year timeframe, creating a deficit in that period.

PUBLIC SPACES

Public spaces are also eligible for impact fee funding, as the amount of acreage required for parks and plazas is based on the residential population of an area, and is required to meet or exceed 3.0 acres per 1,000 residents. The City has an existing Park Acquisition and Development (PAD) fee ordinance, which is applied at one price level in the Eastern Territories and another (lower) level in Western Chula Vista. PAD fees are applied only to residential and hotel/motel development—retail and office projects are not currently required to contribute to park acquisition and development costs.

In the City's current PAD fee structure, the fee paid per hotel/motel room is 57.7 percent of the fee paid per residential unit. **Table 10** uses this ratio to allocate the estimated costs of park and plaza improvements included in the Urban Core Specific Plan. **Table 10** also compares the PAD Fees as calculated for the Urban Core to those currently applied to new development in Chula Vista. As shown, the calculated Urban Core fees are somewhat higher than the fees currently imposed in Western Chula Vista, but well below the fees being levied in the City's Eastern Territories.

Table 11 compares the projected timing of PAD funding from new development in the Urban Core to the expected timing of various improvement costs. Once again, a disproportionate amount of improvement costs is shown to be desired in the five- to ten-year timeframe, creating a deficit in that period. If park additions are required in proportion to population increases (3.0 acres per 1,000 population), this timing

Table 8
Traffic Signal Development Impact Fee Estimate
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Activity Type	Traffic Signal Fee Land Use Classification	Percent of Net New Development by Activity	Total New Development at Buildout (Units/Sq. Ft./Rooms)	Trip Generation per Day	Total Trips/ Day	Percent of Total Trips	Proportionate Share of Total Costs	Potential Fee per Unit/Sq. Ft./Room	Currently Applicable Traffic Signal Fee
Residential	Condo/Duplex	60%	4,260	8/DU	34,080	31.7%	$144,865	**$34.01**	$213.20
	Apartments	40%	2,840	6/DU	17,040	15.8%	$72,432	**$25.50**	$159.90
	Total/Average	100%	7,100		51,120	47.5%	$217,297	**$30.61**	
Retail	Commercial/Retail Center	50%	129,500	40/1000 SF	5,180	4.8%	$22,019	**$0.17**	$1.07
	Community Shopping Center	40%	103,600	80/1000 SF	8,288	7.7%	$35,230	**$0.34**	$2.13
	Restaurant/Lounge	10%	25,900	160/1000 SF	4,144	3.9%	$17,615	**$0.68**	$4.26
	Total/Average	100%	259,000		17,612	16.4%	$74,864	**$0.29**	
Office	Commercial office building <100,000 SF	30%	390,000	20/1000 SF	7,800	7.3%	$33,156	**$0.09**	$0.53
	Commercial office building >100,000 SF	50%	650,000	17/1000 SF	11,050	10.3%	$46,971	**$0.07**	$0.45
	Corporate office building (single user)	10%	130,000	14/1000 SF	1,820	1.7%	$7,736	**$0.06**	$0.37
	Medical/dental building	10%	130,000	50/1000 SF	6,500	6.0%	$27,630	**$0.21**	$1.33
	Total/Average	100%	1,300,000		27,170	25.3%	$115,492	**$0.09**	
Hotel/Motel	Hotel w/ convention & restaurant (1)	50%	611	10/Room	6,110	5.7%	$25,972	**$42.51**	$266.50/Room
	Motel (2)	50%	611	9/Room	5,499	5.1%	$23,375	**$38.26**	$239.85/Room
	Total/Average	100%	1,222		11,609	10.8%	$49,347	**$40.38**	
Total					107,511	100%	$457,000		

(1) Assumes hotels at 650 gross square feet per room
(2) Assumes motels at 450 gross square feet per room

Sources: City of Chula Vista; McGill Martin Self; Economic & Planning Systems, Inc.

Table 9
Traffic Signal Fee Projections through Time
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Activity Type	Land Use Classification	Estimated Fee	0-5 years Units/SF/ Rooms	0-5 years Fees	5-10 years Units/SF/ Rooms	5-10 years Fees	10+ years Units/SF/ Rooms	10+ years Fees	Total Units/SF/ Rooms	Total Fees
Residential	Condo/Duplex	$34.01	438	$14,895	438	$14,895	3,384	$115,076	4,260	$144,865
	Apartments	$25.50	292	$7,447	292	$7,447	2,256	$57,538	2,840	$72,432
	Total/Average	$30.61	730	$22,342	730	$22,342	5,640	$172,614	7,100	$217,297
Retail	Commercial/Retail Center	$0.17	117,000	$19,893	12,500	$2,125	0	$0	129,500	$22,019
	Community Shopping Center	$0.34	93,600	$31,829	10,000	$3,401	0	$0	103,600	$35,230
	Restaurant/Lounge	$0.68	23,400	$15,915	2,500	$1,700	0	$0	25,900	$17,615
	Total/Average	$0.29	234,000	$67,638	25,000	$7,226	0	$0	259,000	$74,864
Office	Commercial office building <100,000 SF	$0.09	67,320	$5,723	67,320	$5,723	255,360	$21,709	390,000	$33,156
	Commercial office building >100,000 SF	$0.07	112,200	$8,108	112,200	$8,108	425,600	$30,755	650,000	$46,971
	Corporate office building (single user)	$0.06	22,440	$1,335	22,440	$1,335	85,120	$5,066	130,000	$7,736
	Medical/dental building	$0.21	22,440	$4,769	22,440	$4,769	85,120	$18,091	130,000	$27,630
	Total/Average	$0.09	224,400	$19,936	224,400	$19,936	851,200	$75,621	1,300,000	$115,492
Hotel/Motel	Hotel w/ convention & restaurant (1)	$42.51	122	$5,194	122	$5,194	367	$15,581	611	$25,968
	Motel (2)	$38.26	122	$4,674	122	$4,674	367	$14,023	611	$23,371
	Total/Average	$40.38	244	$9,868	244	$9,868	733	$29,603	1,222	$49,339
Total Traffic Signal Fees Projected (rounded)				**$119,800**		**$59,400**		**$277,800**		**$457,000**
Total Costs Eligible for Traffic Signal Fees (Urban Core Only)				**$0**		**$373,000**		**$84,000**		**$457,000**
Traffic Signal Surplus/(Deficit) in each Period				***$119,800***		***($313,600)***		***$193,800***		***$0***

(1) Assumes hotels at 650 gross square feet per room
(2) Assumes motels at 450 gross square feet per room

Sources: City of Chula Vista; McGill Martin Self; Economic & Planning Systems, Inc.

Table 10
Parks Acquisition and Development Impact Fee Estimate
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Activity Type	Total New Development at Buildout (Units/Rooms)	Proportionate Share of Total Costs	Potential Fee per Unit/Room	Currently Applicable PAD Fee in Western CV	Currently Applicable PAD Fee in Eastern CV
Residential	7,100	$58,404,955	**$8,226.05**	$6,651.00	$12,352.00
Hotel/Motel (1)	1,222	$5,790,086	**$4,738.20**	$3,835.00	$7,122.00
Total (rounded)		$64,200,000			

(1) Assumes hotels/motel rooms pay 57.6% of the fees paid by residential units, as in current ordinance, and average 532 gross square feet per room.

Sources: City of Chula Vista; McGill Martin Self; Economic & Planning Systems, Inc.

Table 11
Parks Acquisition and Development Fee Projections through Time
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Activity Type	Estimated Fee	0-5 years Units/ Rooms	0-5 years Fees	5-10 years Units/ Rooms	5-10 years Fees (rounded)	10+ years Units/ Rooms	10+ years Fees (rounded)	Total Units/ Rooms	Total Fees (rounded)
Residential	$8,226.05	730	$6,010,000	730	$6,010,000	5,640	$46,390,000	7,100	$58,410,000
Hotel/Motel	$4,738.20	244	$1,160,000	244	$1,160,000	733	$3,470,000	1,222	$5,790,000
Total PAD Fees Projected			**$7,170,000**		**$7,170,000**		**$49,860,000**		**$64,200,000**
Total Costs Eligible for PAD Fees (Urban Core Only)			**$1,400,000**		**$31,900,000**		**$30,900,000**		**$64,200,000**
PAD Fee Surplus/(Deficit) in each Period			***$5,770,000***		***($24,730,000)***		***$18,960,000***		***$0***

Sources: City of Chula Vista; McGill Martin Self; Economic & Planning Systems, Inc.

assumption is overly aggressive. The improvement timing assumptions on **Table 1** equate to the addition of 15 to 20 acres of parks (not including additional plaza acreage) within the first ten years – substantially more than the 11 acres that would be required for the new population (assuming 1,460 total units at 2.5 people per unit). From a funding perspective, it may be advisable to delay the acquisition and development of much of this required park land.

COMBINED DEVELOPMENT IMPACT FEES

Table 12 summarizes the total development impact fees calculated herein, and compares them to the total estimated costs of improvements eligible for impact fee funding. Consistent with the findings for each impact fee individually, **Table 12** shows that there is a projected surplus in the first five years, followed by a cumulative deficit in the 5-to10-year period that would then be recouped after 10 years.

DEVELOPMENT FEASIBILITY IMPACTS OF IMPACT FEES

The Urban Core Specific Plan is creating capacity for new development that is desired in an effort to revitalize this important area of Chula Vista. As such, it is important that the development impact fees imposed upon new development not create major hurdles to development feasibility. If the development impact fees are too high, the added costs to satisfy those fee requirements will in turn require higher price points for the development itself (residential values, commercial lease rates, etc.), assuming that other development costs (construction, design, financing, etc.) remain constant. To the extent that the market will not support these higher values or rents, the desired development is not likely to occur.

It is important to note that the City currently levies development impact fees beyond those estimated in this report. Examples include sewerage participation fees and Public Facilities Development Impact Fees (PFDIF). In addition, the Sweetwater Authority water district charges impact fees for water infrastructure. These additional fees have not been included in this analysis because no corresponding infrastructure or facility improvements have been expressly identified in the Urban Core Specific Plan. However, these additional fees will continue to be levied upon new development in the Urban Core, and used to support the growing demand for improvements such as police and fire facilities, libraries, recreational facilities, and water and wastewater infrastructure.

Table 13 compares the total development impact fees that may be imposed by the City to the estimated costs of development of various types. As shown, the combination of development impact fees calculated herein and the PFDIF and sewerage participation fees currently required represents a small fraction of the total costs associated with new development. At the levels calculated in this analysis, it is not expected that the development impact fees would substantially affect the feasibility of development in the

Table 12
Total Combined Development Impact Fee Projections through Time
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Fee Type	0-5 years	5-10 years	10+ years	Total
TransDIF	$1,046,711	$518,813	$2,427,856	$3,993,380
Traffic Signal Fee	$119,800	$59,400	$277,800	$457,000
PAD Fee	$7,170,000	$7,170,000	$49,860,000	$64,200,000
Total Combined Fees Projected	**$8,336,511**	**$7,748,213**	**$52,565,656**	**$68,650,380**
Total Costs Eligible for Fees (Urban Core Only)	**$1,648,800**	**$36,017,580**	**$30,984,000**	**$68,650,380**
Combined Fee Surplus/(Deficit) in each Period	***$6,687,711***	***($28,269,367)***	***$21,581,656***	***$0***

Sources: City of Chula Vista; McGill Martin Self; Economic & Planning Systems, Inc.

Table 13
Feasibility Impacts of Estimated Development Impact Fees
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Activity Type	Estimated Development Cost (1)	TransDIF (2)	Traffic Signal Fee	PAD Fee	PFDIF (3)	Sewerage Participation Fee (3)	Total Fees	Fees as % of Costs
Residential (per Unit)								
With Existing Fees	$300,000	$4,020.00	$159.90	$6,651.00	$5,109.00	$2,608.50	$18,548.40	6.2%
With Newly Calculated Fees	$300,000	$267.44	$30.61	$8,226.05	$5,109.00	$2,608.50	$16,241.60	5.4%
Retail (per Sq. Ft.)								
With Existing Fees	$200	$5.08	$1.07	$0.00	$1.66	$0.73	$8.54	4.3%
With Newly Calculated Fees	$200	$2.53	$0.29	$0.00	$1.66	$0.73	$5.20	2.6%
Office (per Sq. Ft.)								
With Existing Fees	$275	$2.08	$0.37	$0.00	$0.33	$0.73	$3.51	1.3%
With Newly Calculated Fees	$275	$0.78	$0.09	$0.00	$0.33	$0.73	$1.93	0.7%
Hotel/Motel (per Sq. Ft.) (4)								
With Existing Fees	$250	$3.23	$0.45	$7.21	$0.33	$3.45	$14.67	5.9%
With Newly Calculated Fees	$250	$0.66	$0.08	$8.91	$0.33	$3.45	$13.43	5.4%

(1) Residential cost assumptions based on Mid-Rise Condo costs in Keyser Martson "West Side Residential In-Fill Feasibility Analysis" (August 30, 2004), increased by 20% to reflect inflation of construction costs. Retail, Office, and Hotel/Motel costs are estimated based on EPS experience on other recent urban development projects. Development costs do not include property acquisition costs.

(2) Existing TransDIF fees are based on EPS extrapolation of fees applied in Eastern Territories, based on assumed density of Urban Core development.

(3) Public Facilities Development Impact Fee (PFDIF) and Sewerage Participation Fee are not assumed to be different than those currently levied on Urban Core development.

(4) Assumes average of 532 gross square feet per room

Sources: Economic & Planning Systems, Inc.

Urban Core. By far, the greater factors will be the achievable price points (sale or lease) for the new development, and the costs of construction and property acquisition.

Furthermore, it is possible that development impact fees levied elsewhere in the City of Chula Vista could be used for some of the improvements listed in the Urban Core Specific Plan. As noted on **Tables 2 through 4**, there are numerous improvements included in the Specific Plan that may have benefits beyond the Urban Core. Impact fees on development in the Bayfront, broader Western Chula Vista, or the entire City could potentially be used to fund some of these additional improvements.

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V. TAX INCREMENT FINANCING POTENTIAL

The City has retained Harrell & Company Advisors to provide tax increment projections for each of the Redevelopment Project Areas in Chula Vista. None of these Project Areas conforms perfectly to the boundaries of the Urban Core Specific Plan area. Some parcels in the Urban Core Specific Plan area are located within the Town Center I and Town Center II Project Areas, while others are located within the Amended Project Area, and still others are not located in any Redevelopment Project Area. The boundaries of each Redevelopment Project Area are shown on **Figure 1**.

EPS has worked with City staff and Harrell & Company to estimate the tax increment projections for each Redevelopment Project Area except the Bayfront area. The tax increment projections are based on the following assumptions:

1. Tax increment from projects that are currently in the development pipeline (planned, permitted, or under construction) is estimated based on the specific known attributes of the project (size, price points, timing, etc.). *This analysis does not include assumptions of tax increment from the evolving plans for redevelopment of the Bayfront (Gaylord, housing, etc.).*

2. The tax increment from all other Project Area parcels on which no specific projects are currently proposed is estimated based on an average of 4 percent annual growth in assessed value. This approach deliberately exceeds the 2 percent growth cap required under Proposition 13, as it is expected that many parcels in the Urban Core and the Redevelopment Project Areas will be redeveloped for significantly higher-value uses over the next several decades, and that there will be additional reassessments triggered by the sales of existing properties that do not redevelop. City staff has confirmed that this 4 percent growth assumption is reasonable, given the level of investment expected as well as the assessed value increases associated with ongoing resales of existing properties.

3. Desired improvements in the Urban Core are eligible to be funded using tax increment from any of the Redevelopment Project Areas shown on **Figure 1**. This assumption has been confirmed as accurate and appropriate by the City's Redevelopment Manager.

Table 14 shows the tax increment projections for each of the Redevelopment Project Areas in various time periods. As shown, these areas are expected to generate a total of $340 million of net tax increment (after housing set-asides, agency pass-throughs, County administrative costs, etc.) through the year 2036, when the last of the Redevelopment Project Areas is scheduled to sunset. However, $28 million of this combined net tax increment will be used to pay debt service (principal and interest) on bonds issued in 2000. Therefore, the net tax increment that could potentially be available for projects and operations in the Urban Core is estimated at $312 million.

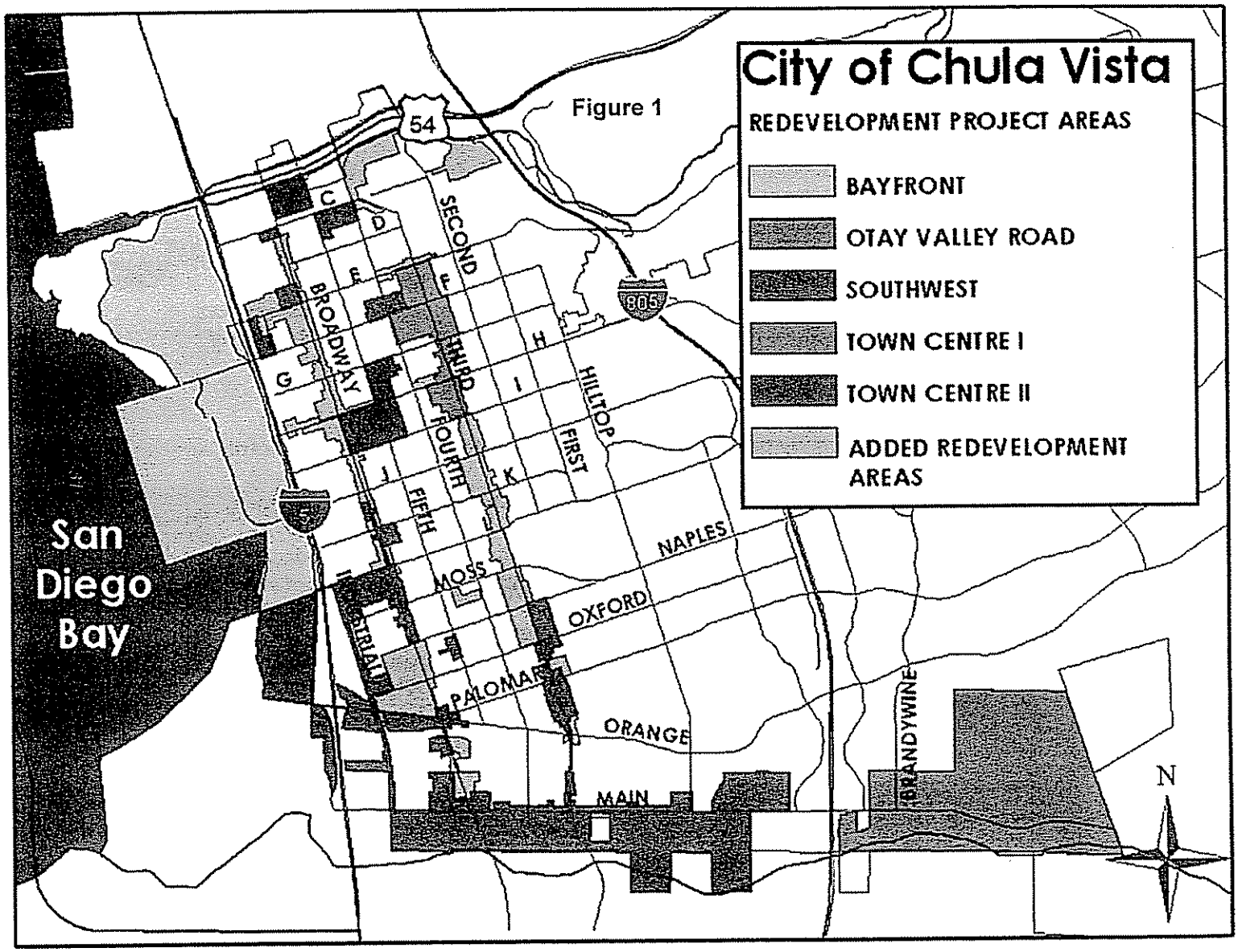
City of Chula Vista
REDEVELOPMENT PROJECT AREAS
BAYFRONT
OTAY VALLEY ROAD
SOUTHWEST
TOWN CENTRE I
TOWN CENTRE II
ADDED REDEVELOPMENT AREAS
Figure 1
San Diego Bay
54
905
5
SECOND
THIRD
FOURTH
FIFTH
BROADWAY
HILLTOP
FIRST
NAPLES
MOSS
OXFORD
PALOMAR
ORANGE
MAIN
BRANDYWINE
C
D
E
F
G
H
I
J
K
L
N

Table 14
Projected Tax Increment Available for Urban Core Projects through Time
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Year	Town Center I	Town Center II	Amended Project Area	Southwest Project Area	Otay Valley Project Area	Total Tax Increment for All Project Areas	Debt Service for 2000 Bonds	Available for Projects and Operations
2006	$1,325,200	$910,600	$231,600	$980,600	$1,070,200	$4,518,200	($1,203,083)	$3,315,117
2007	$1,366,200	$939,400	$334,200	$1,087,400	$1,209,600	$4,936,800	($1,201,313)	$3,735,487
2008	$1,531,600	$1,102,800	$529,600	$1,256,400	$1,339,200	$5,759,600	($1,203,898)	$4,555,702
2009	$1,894,600	$1,268,000	$848,000	$1,586,400	$1,375,800	$6,972,800	($1,200,623)	$5,772,177
2010	$2,363,400	$1,438,800	$1,206,800	$1,791,400	$1,413,800	$8,214,200	($1,201,263)	$7,012,937
2011	$2,412,800	$1,611,400	$1,466,800	$1,867,200	$1,452,400	$8,810,600	($1,200,563)	$7,610,037
2012	$2,465,200	$1,790,400	$1,607,200	$1,944,400	$1,493,400	$9,300,600	($1,203,483)	$8,097,117
2013	$2,517,000	$1,837,200	$1,750,800	$2,026,200	$1,536,800	$9,668,000	($1,204,748)	$8,463,252
2014	$2,571,800	$1,885,400	$1,901,000	$2,110,200	$1,580,800	$10,049,200	($1,204,308)	$8,844,892
2015	$2,627,800	$1,585,000	$2,057,200	$2,198,200	$1,613,200	$10,081,400	($1,142,113)	$8,939,287
2016	$2,686,800	$1,620,000	$2,172,400	$2,290,400	$1,647,800	$10,417,400	($1,141,113)	$9,276,287
2017	$2,746,000	$1,655,400	$2,292,000	$2,383,800	$1,685,000	$10,762,200	($1,138,318)	$9,623,882
2018	$2,808,200	$1,691,400	$2,415,700	$2,483,000	$1,723,400	$11,121,700	($1,138,678)	$9,983,022
2019	$2,873,200	$1,727,600	$2,545,600	$2,584,200	$1,762,200	$11,492,800	($1,142,178)	$10,350,622
2020	$2,939,200	$1,764,200	$2,679,300	$2,692,000	$1,802,400	$11,877,100	($1,138,840)	$10,738,260
2021	$3,009,000	$1,802,200	$2,818,600	$2,790,600	$1,845,800	$12,266,200	($1,138,595)	$11,127,605
2022	$3,079,000	$1,844,200	$2,963,100	$2,894,000	$1,889,400	$12,669,700	($1,141,495)	$11,528,205
2023	$3,154,400	$1,884,800	$3,112,600	$3,002,800	$1,934,400	$13,089,000	($1,142,275)	$11,946,725
2024	$3,230,600	$1,926,400	$3,268,700	$3,115,000	$1,982,400	$13,523,100	($1,140,350)	$12,382,750
2025	$3,308,800	$1,971,400	$3,430,300	$3,230,800	$2,031,600	$13,972,900	($1,141,275)	$12,831,625
2026	$3,391,400	$2,016,600	$3,598,000	$3,351,600	$2,082,000	$14,439,600	($1,139,781)	$13,299,819
2027	$3,475,800	$2,063,800	$3,773,000	$3,478,600	$2,135,400	$14,926,600	($1,140,869)	$13,785,731
2028	$3,564,600	$2,111,400	$3,953,100	$3,609,600	$2,190,000	$15,428,700	($1,139,269)	$14,289,431
2029	$0	$2,160,800	$4,141,300	$3,745,600	$2,247,400	$12,295,100	($754,981)	$11,540,119
2030	$0	$2,211,400	$4,336,500	$3,886,400	$2,305,200	$12,739,500	($753,431)	$11,986,069
2031	$0	$261,200	$4,539,500	$4,032,800	$2,366,600	$11,200,100	$0	$11,200,100
2032	$0	$264,200	$4,749,600	$4,185,800	$2,430,800	$11,630,400	$0	$11,630,400
2033	$0	$266,200	$4,969,400	$4,345,200	$2,496,200	$12,077,000	$0	$12,077,000
2034	$0	$268,200	$5,195,900	$4,509,800	$2,565,200	$12,539,100	$0	$12,539,100
2035	$0	$272,000	$5,432,400	$4,681,400	$2,636,000	$13,021,800	$0	$13,021,800
2036	$0	$274,000	$5,677,400	$4,860,200	$0	$10,811,600	$0	$10,811,600
Total	$61,342,600	$44,426,400	$89,997,600	$89,002,000	$55,844,400	$340,613,000	($28,296,843)	$312,316,157

Table 14
Projected Tax Increment Available for Urban Core Projects through Time
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Year	Town Center I	Town Center II	Amended Project Area	Southwest Project Area	Otay Valley Project Area	Total Tax Increment for All Project Areas	Debt Service for 2000 Bonds	Available for Projects and Operations
Values by Time Period								
0-5 Years (2006-2010)								
Nominal Value	$8,481,000	$5,659,600	$3,150,200	$6,702,200	$6,408,600	$30,401,600	($6,010,180)	$24,391,420
Present Value at 3% Discount Rate	$7,928,965	$5,300,888	$2,903,531	$6,264,022	$6,022,088	$28,419,495	($5,670,242)	$22,749,253
5-10 Years (2011-2015)								
Nominal Value	$12,594,600	$8,709,400	$8,783,000	$10,146,200	$7,676,600	$47,909,800	($5,955,215)	$41,954,585
Present Value at 3% Discount Rate	$10,236,613	$7,086,374	$7,112,179	$8,237,102	$6,237,393	$38,909,661	($4,849,111)	$34,060,550
10+ Years (2016-2036)								
Nominal Value	$40,267,000	$30,057,400	$78,064,400	$72,153,600	$41,759,200	$262,301,600	($16,331,448)	$245,970,152
Present Value at 3% Discount Rate	$25,001,927	$17,855,772	$41,724,336	$38,993,275	$23,236,579	$146,811,889	($10,046,807)	$136,765,082
All Years (2006-2036)								
Nominal Value	$61,342,600	$44,426,400	$89,997,600	$89,002,000	$55,844,400	$340,613,000	($28,296,843)	$312,316,157
Present Value at 3% Discount Rate	$43,167,505	$30,243,034	$51,740,046	$53,494,399	$35,496,060	$214,141,045	($20,566,160)	**$193,574,884**

Sources: Harrell & Company Advisors; Economic & Planning Systems, Inc.

Table 14 also translates the tax increment projections into today's dollars, assuming a discount rate of 3 percent per year. The 3 percent discount rate simply translates the figures into today's dollars using a general inflation rate, which can be considered the appropriate figures to compare to the estimated improvement costs in today's dollars if the tax increment is simply dedicated on a "pay-as-you-go" basis over the next several decades. The sum of the tax increment under the 3 percent discount rate, therefore, is the appropriate point of comparison to the improvement costs if the City chooses not to issue a tax increment bond. As shown, EPS has estimated that the tax increment will yield roughly $194 million in today's dollars over the next 30 years.

Table 15 compares the total improvement costs to the combined funding from the tax increment projections and the estimated development impact fees from the previous chapter. As that table clearly shows, the combination of these potential funding sources greatly exceeds the total improvement costs (by nearly double). In addition, **Table 15** shows that, if all estimated impact fees are received, only 35 percent of the projected available tax increment would be required to fund Urban Core improvements, leaving 65 percent (roughly $127 million) in funding available for other projects.

It is important to note that, on a pay-as-you-go basis, the combination of tax increment and impact fees can more than cover the costs of all desired improvements in the first five years and over the full buildout of the Urban Core, but would not meet the full expected costs in the 5-10 year period. While the tax increment itself would cover the costs of improvements *not* funded by impact fees, the tax increment is not projected to cover those costs *and* the temporary deficit in impact fee funding. Thus, it is clear that either temporary funding would have to be secured or some of those 5-10 year improvements would need to be deferred.

Tables 16 through 18 explore one approach to closing the temporary funding gap in the 5-10 year time period—bonds based on tax increment realized at the time of bond issuance. **Table 16** shows the bonding capacity of the tax increment an annual basis. This analysis assumes that bonds issued on the tax increment would be subject to a 1.20 debt coverage ratio, meaning projected annual revenues exceed the amount dedicated to debt service by 20 percent to allow room for fluctuations in the actual tax increment received. EPS has also assumed that the bonds would have a 6.0 percent interest rate, that issuance costs would equal three percent of the total bond amount, and that the terms of the bonds would be only as many years as the tax increment was projected to be collected (through 2036). Thus, a bond issued in 2006 would have a 30-year term, while a bond issued in 2016 would have a 20-year term. As shown, EPS has estimated that the available tax increment in 2012 (year 6) could support a bond that would yield $82 million of up-front dollars from which improvements could be funded over time. The present value of that bond capacity is estimated at roughly $69 million.

As was shown on **Table 15**, the combination of annual tax increment and impact fees could fully fund the improvement costs in the first five-year period, but would not fully fund the costs in the 5-10 year period. **Table 17** shows that, if a bond is issued in Year 6 to fully fund the period's improvements not covered by impact fees, such a bond would

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Table 15
Improvement Costs vs. Projected Tax Increment and Impact Fees Through Time
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Item	0-5 years (2006 - 2010)	5-10 years (2011 - 2015)	10+ years (2016 - 2036)	Total
Improvements to be Funded through Impact Fees on URBAN CORE Development (1)	$1,648,800	$36,017,580	$30,984,000	$68,650,380
Improvements NOT Funded by Impact Fees on URBAN CORE Development	$18,174,200	$28,436,420	$20,198,250	$66,808,870
Total Improvement Costs	**$19,823,000**	**$64,454,000**	**$51,182,250**	**$135,459,250**
		-		
Present Value of Available Tax Increment at 3% Discount Rate (2)	$22,749,253	$34,060,550	$136,765,082	$193,574,884
Impact Fees on URBAN CORE Development (3)	$8,336,511	$7,748,213	$52,565,656	$68,650,380
Total Combined Funding (Tax Increment plus Impact Fees)	**$31,085,764**	**$41,808,762**	**$189,330,738**	**$262,225,264**
Net Surplus/(Deficit) in Combined Funding by Period	***$11,262,764***	***($22,645,238)***	***$138,148,488***	***$126,766,014***
Cumulative Surplus/(Deficit)	***$11,262,764***	***($11,382,474)***	***$126,766,014***	***$126,766,014***
Tax Increment Required to Fund Urban Core Improvements NOT Covered by Impact Fees on URBAN CORE Development (4)				***$66,808,870***
Percent of Available Tax Increment Required for Urban Core Improvements				*35%*
Remaining Tax Increment Available for Other Projects				*$126,766,014*

(1) From **Table 12**
(2) From **Table 14**
(3) From **Table 12**
(4) Difference between total present value of projected tax increment and total impact fees on Urban Core development.

Source: Economic & Planning Systems, Inc.

Table 16
Projected Tax Increment Bonding Capacity by Year
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Year	Years from Present (2006)	Available for Projects and Operations (All Project Areas)	Potential Bonding Capacity (1)	Present Value of Bonding Capacity (2)
2006	0	$3,315,117	$36,885,887	$36,885,887
2007	1	$3,735,487	$41,037,436	$39,842,171
2008	2	$4,555,702	$49,368,546	$46,534,589
2009	3	$5,772,177	$61,638,279	$56,407,757
2010	4	$7,012,937	$73,712,228	$65,492,360
2011	5	$7,610,037	$78,636,132	$67,832,219
2012	6	$8,097,117	$82,144,218	$68,794,490
2013	7	$8,463,252	$84,168,999	$68,437,099
2014	8	$8,844,892	$86,092,746	$67,962,409
2015	9	$8,939,287	$85,006,320	$65,150,266
2016	10	$9,276,287	$86,005,277	$63,996,003
2017	11	$9,623,882	$86,802,387	$62,707,891
2018	12	$9,983,022	$87,374,531	$61,282,738
2019	13	$10,350,622	$87,660,642	$59,692,631
2020	14	$10,738,260	$87,720,116	$57,993,331
2021	15	$11,127,605	$87,359,874	$56,072,979
2022	16	$11,528,205	$86,616,538	$53,976,563
2023	17	$11,946,725	$85,489,793	$51,722,731
2024	18	$12,382,750	$83,917,160	$49,292,487
2025	19	$12,831,625	$81,804,479	$46,651,951
2026	20	$13,299,819	$79,125,992	$43,810,143
2027	21	$13,785,731	N/A	N/A
2028	22	$14,289,431	N/A	N/A
2029	23	$11,540,119	N/A	N/A
2030	24	$11,986,069	N/A	N/A
2031	25	$11,200,100	N/A	N/A
2032	26	$11,630,400	N/A	N/A
2033	27	$12,077,000	N/A	N/A
2034	28	$12,539,100	N/A	N/A
2035	29	$13,021,800	N/A	N/A
2036	30	$10,811,600	N/A	N/A
Total		$312,316,157		

(1) Assumptions:

Debt Coverage Ratio =	120.0%
Bonding Interest Rate =	6.0%
Issuance Costs=	3.0%

Term = Number of Years remaining on Project Areas (through 2036) IF at least 10 years remain; Assumes no bond issue for less than 10-year term.

(2) Assumes 3% discount rate.

Sources: Harrell & Company Advisors; Economic & Planning Systems, Inc.

Table 17
Projected Tax Increment and Bonding Capacity Available for Urban Core Projects through Time
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Item	0-5 years (2006 - 2010)	5-10 years (2011 - 2015)	10+ years (2016 - 2036)	Total
Total Improvement Costs (1)	**$19,823,000**	**$64,454,000**	**$51,182,250**	**$135,459,250**
less Impact Fees on URBAN CORE Development (2)	$8,336,511	$7,748,213	$52,565,656	$68,650,380
Surplus/(Shortfall) of Available Impact Fees	***($11,486,489)***	***($56,705,787)***	***$1,383,406***	***($66,808,870)***
Tax Increment Revenues				
Present Value of Required Tax Increment Bond (3)	$0	$56,705,787	$0	$56,705,787
Present Value of Tax Increment NOT Used for Bond Debt Service (4)	$22,749,253	$13,085,413	$70,138,278	$105,972,944
Present Value of Remaining Tax Increment After Fully Funding Improvement Costs In Excess of Available Impact Fees	***$11,262,764***	***$13,085,413***	***$71,521,684***	***$95,869,862***

(1) See **Tables 2 through 4.**
(2) See **Table 12.**
(3) Used to offset shortfall in Years 5-10. See **Table 18** for bond capacity and debt service estimates. Present value calculated at 3% discount rate.
(4) Present Value at 3% discount rate of tax increment not used to pay annual bond debt service of $5,395,040

Source: Economic & Planning Systems, Inc.

Table 18
Required Tax Increment Bond and Debt Service to Cover Years 5-10 Shortfall
Urban Core Specific Plan Facilities Implementation Analysis; EPS #15001

Year	Years from Present (2006)	Available for Projects and Operations (All Project Areas)	Nominal Value of Required Bond (1)	Annual Debt Service on Bonds Issued in Year 6 (2)	Available Tax Increment After Debt Service
2006	0	$3,315,117		$0	$3,315,117
2007	1	$3,735,487		$0	$3,735,487
2008	2	$4,555,702		$0	$4,555,702
2009	3	$5,772,177		$0	$5,772,177
2010	4	$7,012,937		$0	$7,012,937
2011	5	$7,610,037		$0	$7,610,037
2012	6	$8,097,117	**$67,709,676**	$5,395,040	$2,702,077
2013	7	$8,463,252		$5,395,040	$3,068,212
2014	8	$8,844,892		$5,395,040	$3,449,852
2015	9	$8,939,287		$5,395,040	$3,544,247
2016	10	$9,276,287		$5,395,040	$3,881,247
2017	11	$9,623,882		$5,395,040	$4,228,842
2018	12	$9,983,022		$5,395,040	$4,587,982
2019	13	$10,350,622		$5,395,040	$4,955,582
2020	14	$10,738,260		$5,395,040	$5,343,220
2021	15	$11,127,605		$5,395,040	$5,732,565
2022	16	$11,528,205		$5,395,040	$6,133,165
2023	17	$11,946,725		$5,395,040	$6,551,685
2024	18	$12,382,750		$5,395,040	$6,987,710
2025	19	$12,831,625		$5,395,040	$7,436,585
2026	20	$13,299,819		$5,395,040	$7,904,779
2027	21	$13,785,731		$5,395,040	$8,390,691
2028	22	$14,289,431		$5,395,040	$8,894,391
2029	23	$11,540,119		$5,395,040	$6,145,079
2030	24	$11,986,069		$5,395,040	$6,591,029
2031	25	$11,200,100		$5,395,040	$5,805,060
2032	26	$11,630,400		$5,395,040	$6,235,360
2033	27	$12,077,000		$5,395,040	$6,681,960
2034	28	$12,539,100		$5,395,040	$7,144,060
2035	29	$13,021,800		$5,395,040	$7,626,760
2036	30	$10,811,600		$5,395,040	$5,416,560
Total		$312,316,157		$134,875,990	$177,440,167

(1) Based on shortfall after impact fees in Years 5-10 shown on **Table 17**, inflated by 3% per year.

(1) Assumptions:

Debt Coverage Ratio =	120.0%
Bonding Interest Rate =	6.0%
Issuance Costs=	3.0%

Term = Number of Years remaining on Project Areas (through 2036) IF at least 10 years remain;
Assumes no bond issue for less than 10-year term.

Sources: Harrell & Company Advisors; Economic & Planning Systems, Inc.

have to yield roughly $57 million in current dollars. This figure is well below the actual capacity created by the tax increment in Year 6, which was projected at $69 million (present value) on **Table 16**. As such, funding the deficit would not require the full bonding capacity available in Year 6, leaving revenues available for other projects. In addition, the portion of tax increment that is not required for debt service in the years following the bond issuance could also be available for other projects, as detailed on **Table 18**.

In sum, **Table 17** shows that the combination of impact fees on Urban Core development, "pay-as-you-go" tax increment funds and tax increment bonding capacity would be more than adequate to fully fund all of the improvement costs envisioned in the Specific Plan. Nearly $100 million of surplus revenue is shown to be likely, which could then be used for additional improvements in the Urban Core or elsewhere in Chula Vista.

VI. CONCLUSIONS

This Facilities Implementation Analysis for the Urban Core Specific Plan has estimated the costs of various public improvements and allocated those costs according to their purpose and the geographic areas of benefit/responsibility. This analysis has also estimated the improvement costs that could be funded through development impact fees, and identified financial gaps in certain time periods and overall that would need to be addressed through other funding mechanisms. One such mechanism is tax increment financing from the City's Redevelopment Project Areas, which are projected to generate sufficient revenues over the next several decades to fully cover the costs of Urban Core improvements.

To the extent that other funding sources and mechanisms can be utilized, the costs addressed through impact fees and tax increment financing can be reduced. The reduction of impact fees can enhance the feasibility of desired development in the Urban Core, although it is not expected that the cost burden of the impact fees calculated herein would represent a significant feasibility hurdle for development. The reduction of the reliance on tax increment financing would enable those funds to be used for other improvement projects elsewhere in the City.

Other funding mechanisms that could be considered and sought to finance the public improvements envisioned in the Urban Core Specific Plan include the following:

- **Regional funding**—TransNet, SANDAG, and other funding sources may be available for certain improvements that have regional significance.

- **Capital Improvement Program funding**—Many of the improvements represent benefits to the City generally, and could be funded through the CIP budget.

- **Developer exactions**—The provision of plazas, park land (especially for the Promenade Park), streetscape improvements, etc. could be required as a condition of approval for certain developments (where feasible).

- **Land-secured financing**—Mello-Roos districts or other assessments on landowners or building occupants could be imposed to provide funding for improvements beyond those funded by impact fees. Application of these mechanisms is likely to be limited, however, because of multiple ownerships and developed conditions in the Urban Core.

It is important to note that this Facilities Implementation Analysis presents an analysis of the potential funding for the improvements detailed in the Urban Core Specific Plan. Policy-makers are not required to impose fees or allocate funding as described herein, but rather will be expected to assess the importance of various improvements and the appropriateness of various funding mechanisms in a context of competing policy and financial priorities, as well as under market conditions that will evolve through the next several decades as the Urban Core is undergoing re-investment and redevelopment.

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XI. Plan Administration

A. Introduction

This chapter describes the authority of a Specific Plan, the process which will be used to consider development applications and the administrative procedures required for amendments and/or modifications to the Plan.

A Specific Plan is a regulatory tool that local governments use to implement their General Plan and to guide development in a localized area. While to the general plan is the primary guide for growth and development throughout a community, a Specific Plan is able to focus on the unique characteristics of a specialized area by customizing the vision, land uses and development standards for that area. This specific plan has been prepared and adopted pursuant to Section 65450 et seq of the California Government Code.

B. Specific Plan Adoption

This Specific Plan has been adopted by City Council Ordinance. Adoption of this Specific Plan followed soon after the adoption of a comprehensive General Plan update. Upon adoption, the Specific Plan implements the adopted General Plan by establishing the land uses, development standards and design guidelines for the Specific Plan Focus Areas.

C. Specific Plan Administration

1. Urban Core Development Permit and Design Review Requirements

The Design Review Process for future development projects is established for the Specific Plan focus areas. Except as provided in paragraphs 3 and 4, below, development projects within the Specific Plan Focus Areas will be subject to a design review process to ensure consistency with the Specific Plan. In addition, proposed developments would also be required to adhere to existing CVMC regulations and processes for other discretionary review, such as those for conditional use permits, variances, and subdivisions, as may be applicable. (See CVMC 2.55, 19.14, and 19.54). All developments within the Specific Plan Focus Areas require submittal and approval of an Urban Core Development Permit (UCDP). The UCDP Review Process is illustrated in Figure 11.1. To be approved, a development project must:

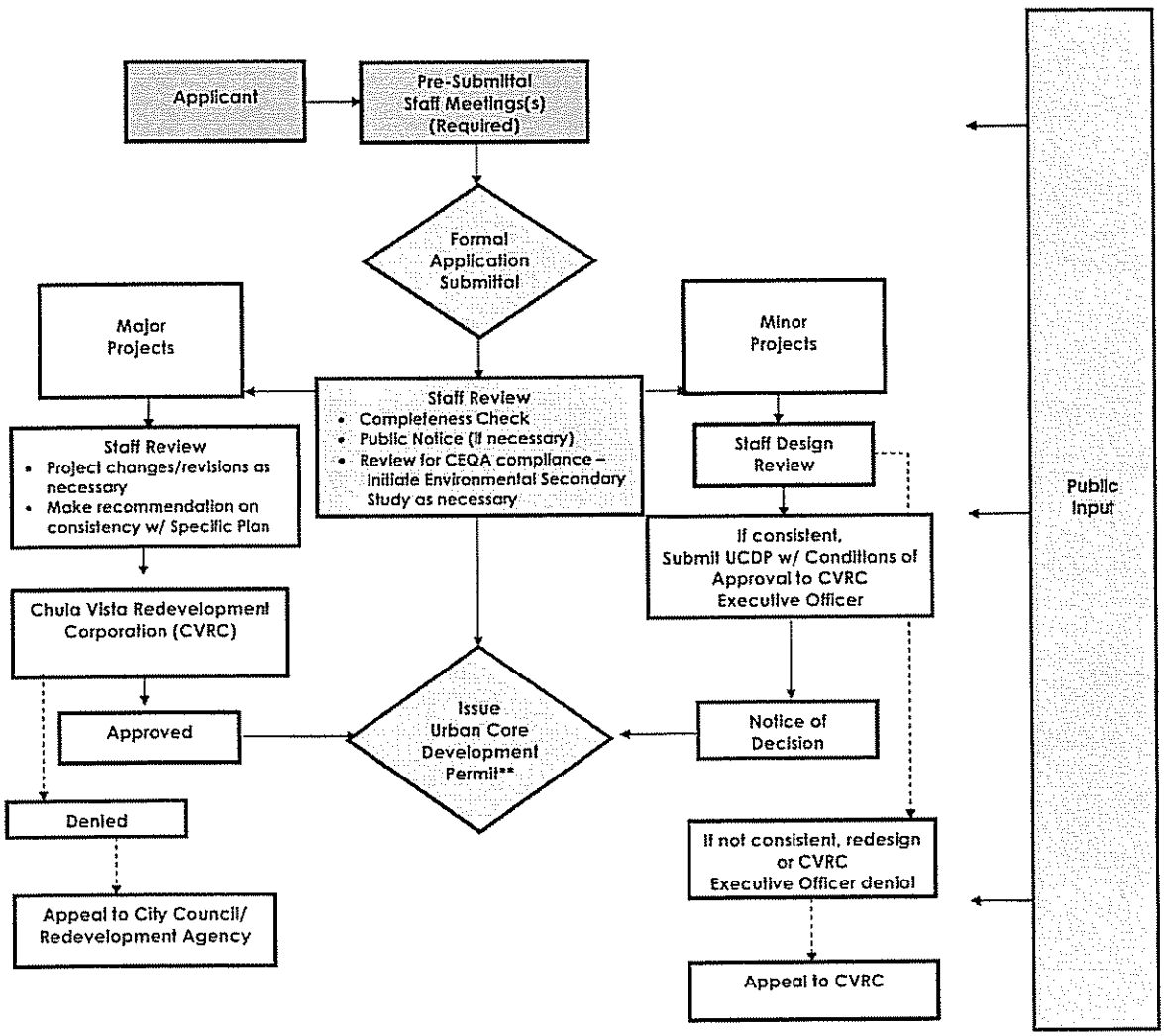
- *comply with the permitted uses and development criteria contained in Chapter VI - Land Use and Development Regulations of this Specific Plan, and other applicable regulations contained in the CVMC; and,*
- *be found to be consistent with the design requirements and recommendations contained in Chapter VII - Design Guidelines of this Specific Plan.*

For those projects which propose buildings that exceed 84 feet in height, the further following findings will be required to be made:

- *The building design reflects a unique, signature architecture and creates a positive Chula Vista landmark;*
- *The project provides increased amenities such as public areas, plazas, fountains, parks and paseos, extensive streetscape improvements, or other public amenities that may be enjoyed by the public at large. These amenities will be above and beyond those required as part of the standard development approval process; and,*
- *The overall building height and massing provides appropriate transitions to surrounding areas in accordance with the future vision for those areas, or if in a Neighborhood Transition Combining District, the adjoining neighborhood.*

Except as provided in Section 3. Nonconforming Uses, Section 4. Exemptions, and Section 5. Site Specific Variance below, all projects require a pre-submittal meeting with staff to determine appropriate processing requirements and preliminary issue identification. The UCDP will be issued if it is determined that the project complies with the provisions of the Specific Plan, including the

URBAN CORE DEVELOPMENT PERMIT DESIGN REVIEW PROCESS*



*Process pertains to projects in redevelopment areas only
** If Redevelopment Agency Involvement (e.g. Agreement or Funding) project obtains concurrent Agency Approval

Urban Core Development Permit Design Review Process | Fig. II-1

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development regulations, standards and design guidelines. Approval of the UCDP will include all conditions of approval ranging from design, environmental mitigation measures, public improvements, and others as may be determined upon review of the specific development project. The UCDP process will ensure an enhanced level of review for major projects, while minimizing processing for minor projects, as defined by CVMC Section 19.14.582.

The Specific Plan provides separate processes for design review for those developments within established Redevelopment Project Areas and for those developments located outside established Redevelopment Project Areas. Figure 11.2 illustrates the boundaries of existing Redevelopment Project Areas, which may be amended from time to time, within the Specific Plan boundaries. Projects which include site areas within both areas shall be approved using the process set forth for Redevelopment Project Areas.

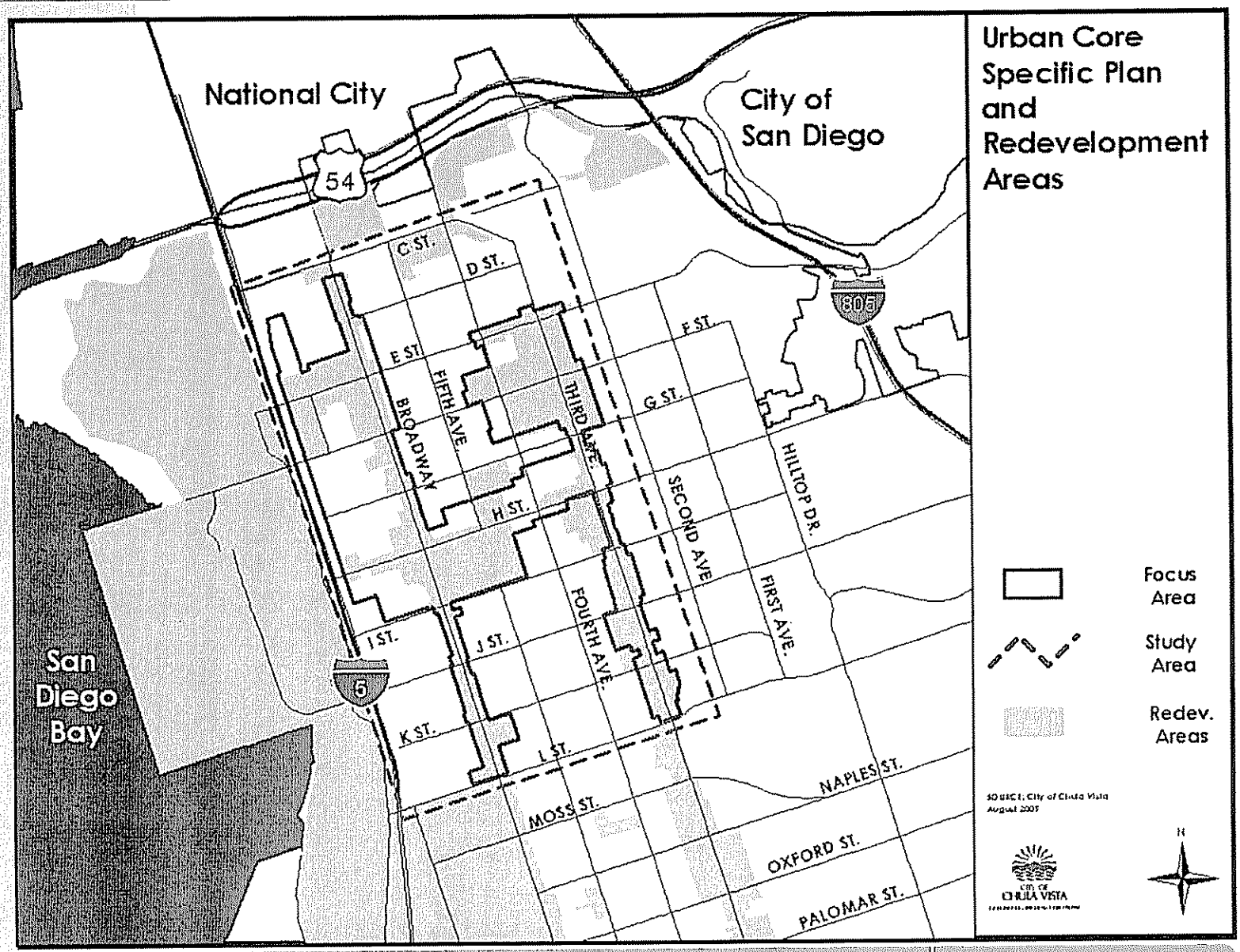
a. Developments Within a Redevelopment Project Area

The Chula Vista Redevelopment Corporation (CVRC) has been established by the City Council to assist with implementation and oversight of infill development in the Redevelopment Project Areas within the Specific Plan, and elsewhere within the City. The CVRC holds regularly scheduled meetings to review developments and design proposals. The CVRC provides a vehicle for public participation relating to the growth and redevelopment of the Chula Vista Urban Core, and serves as a communications link between its citizens, the City Council and Redevelopment Agency. In addition, the recently established Redevelopment Advisory Committee will provide input on projects, early and often.

All developments within the Specific Plan Focus Areas that are all or in part within a Redevelopment Project Area require submittal and approval of a UCDP. The UCDP process requires review and approval by either the CVRC Executive Director or the CVRC Board. For minor projects, design review will be subject to review and approval by the Executive Director of the CVRC with the opportunity for appeal to the CVRC. Design review of other projects will be conducted by staff with recommendation to the CVRC.

b. Developments Not Within a Redevelopment Project Area

Projects within the Specific Plan area, but outside a Redevelopment Project Area, will be subject to the City's existing design review processes. Large-scale projects, as defined above, will require review by the Design Review Committee. Minor projects may be reviewed and approved by the Zoning Administrator, or his/her designee in a manner consistent with CVMC Section 19.14.



Urban Core Specific Plan and Redevelopment Areas

FIG III-2

September 2006

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c. Other Discretionary Approvals

The provisions of the Zoning Ordinance relative to other discretionary permits or actions (e.g. Tentative Map, Conditional Use Permits) shall be applied as required based on individual development projects.

2. Permitted Land Uses

Permitted land uses within the Specific Plan Focus Areas are identified in the Land Use Matrix found in Figures 6.2-6.6 of Chapter VI – Land Use and Development Regulations. The Community Development Director or his/her designee may determine in writing that a proposed use is similar and compatible to a listed use and may be allowed upon making one or more of the following findings:

- *The characteristics of and activities associated with the proposed use is similar to one or more of the allowed uses and will not involve substantially greater intensity than the uses listed for that District;*
- *The proposed use will be consistent with the purpose and vision of the applicable District;*
- *The proposed use will be otherwise consistent with the intent of the Specific Plan;*
- *The proposed use will be compatible with the other uses listed for the applicable District.*

The Community Development Director or his/her designee may refer the question of whether a proposed use is allowable directly to the CVRC or Planning Commission on a determination at a public hearing. A determination of the Community Development Director or his/her designee, CVRC or Planning Commission may be appealed in compliance with the procedure set forth in the CVMC.

3. Nonconforming Uses

Existing uses that are not listed in the allowable land uses table or determined to be permitted pursuant to the findings and procedure above are declared nonconforming uses. Refer to the CVMC Chapter 19.64 – Nonconforming Uses for definitions and policies managing nonconforming uses such as:

- *Continuances (continuing operation of nonconforming uses)*
- *Changing uses*
- *Terminations of nonconforming uses*

A one time extension of up to six months, according to the provisions of CVMC Chapter 19.64.070A, may be granted by the CVRC or Planning Commission, as applicable, where undue economic hardship is demonstrated.

Standards contained within the Specific Plan are mandatory requirements that must be satisfied for all new projects and building renovations except where CVMC nonconforming regulations (Chapter 19.64) provide exemptions or allowances.

4. Exemptions

Exemptions to Specific Plan requirements include minor modifications to existing structures such as painting, maintenance or repair, re-roof, modifications that increase the total building area by 200 square feet or less (within a 2-year period) as well as other exceptions and modifications described in Chapter 19.16 of the CVMC.

5. Site Specific Variance

Standards contained within the Specific Plan are mandatory requirements that must be satisfied for all new projects and building renovations except where CVMC Variance regulations (Chapter 19.14.140 – 19.14.270) provide for a variation from the strict application of the regulations of a particular subdistrict.

D. Specific Plan Amendment

Over time, various sections of the Specific Plan may need to be revised, as economic conditions or City needs dictate. The policies presented in the Specific Plan contain some degree of flexibility, but any Specific Plan amendments must be judged by relatively fixed criteria. The California Government Code (§ 65453) clearly states that a Specific Plan "may be amended as often as deemed necessary by the legislative body." Amendments to this Plan may be initiated by a developer, any individual property owner, by the CVRC or by the City, in accordance with any terms and conditions imposed during the original approval or in accordance with any terms and conditions pertaining to Chula Vista Municipal Code. The Community Development Director or his/her designee is responsible for making the determination of whether an amendment to the Specific Plan text or maps is needed. Amendment procedures are described below.

- *Proposals to amend the Specific Plan must be accompanied by detailed information to document the change required. This information should include revised Specific Plan text (or excerpt thereof) and revised land use diagram or map amendment, where relevant, depicting the amendment requested.*
- *The City has conducted a comprehensive analysis and invested a significant amount of time and money in the preparation of the Specific Plan, therefore, any proposals to amend the Specific Plan must document the need for such changes. The City and/or applicant should indicate the economic, social, or technical issues that generate the need to amend the Specific Plan. Costs incurred for the amendments shall be the responsibility of the party requesting the amendment.*
- *The City and/or applicant must provide an analysis of the amendment's impacts relative to the adopted Environmental Impact Report. Depending on the nature of the amendment, supplemental environmental analysis may be necessary. The need for such additional analysis shall be determined by the City of Chula Vista in accordance with the California Environmental Quality Act (CEQA Guidelines § 15162).*

1. Major Amendments

The Community Development Director, or his/her designee shall within 10 days of any submittal of a request to amend this Plan, determine whether the amendment is "minor" (administrative) or "major". Major amendments (described below) require an advisory recommendation by the CVRC and Planning Commission and approval by the City Council. If the amendment is determined to be minor, the Community Development Director, or his/her designee, may

approve or deny the application. Minor amendments must be determined by the Community Development Director to be in substantial conformance with the provisions of the Specific Plan and do not include any changes described below for major amendments. Any decision of the Community Development Director, or his/her designee, may be appealed to the CVRC and Planning Commission and/or City Council, provided said appeal is initiated within 10 working days of receipt by the applicant of written notice of the decision of the Community Development Director, or his/her designee.

Examples of "major" amendments include:

- *The introduction of a new land use designation not contemplated in the Specific Plan, as may be amended from time to time.*
- *Changes in the designation of land uses affecting two acres or more from that shown in the Specific Plan, as may be amended from time to time.*
- *Changes to the circulation system or other community facility which would materially affect a planning concept detailed in the Specific Plan, as may be amended from time to time.*
- *Changes or additions to the design guidelines which materially alter the stated intent of the Specific Plan, as may be amended from time to time.*
- *Any change which would result in new significant, direct adverse environmental impacts not previously considered in the EIR.*

2. Necessary Findings

The Community Development Director, or his/her designee will review the request for Specific Plan Amendment and all submitted supporting material and develop a recommendation on the Specific Plan Amendment for consideration by the CVRC, Planning Commission and City Council. The Community Development Director, or his/her designee may also request further clarification and submittal of additional supporting information, if necessary. The consideration of any proposed amendment to the Specific Plan shall require that the following findings be made:

- *Changes have occurred in the community since the approval of the original Specific Plan which warrant approving the proposed amendment.*
- *The proposed amendment is consistent with the General Plan for the City of Chula Vista.*
- *The proposed amendment will result in a benefit to the area within the Specific Plan.*

- *The proposed amendment will not result in significant unmitigated impacts to adjacent properties.*
- *The proposed amendment will enable the deliver of services and public facilities to the population within the Specific Plan area.*

E. Five Year Review

Conducting periodic reviews of the Specific Plan is important to ensure proper functioning and implementation over time. A five-year review will offer an opportunity to make sure the Specific Plan is on track, check in on the implementation process to ensure that the goals and objectives are being achieved and make changes in case they are not. Over the life of the Specific Plan, the changing landscape of the Urban Core may impact the effectiveness of implementing actions. Thus, a five-year review cycle allows for adjustments to the plan to be made as necessary.

Items of particular importance to consider are:

- *Review the total amount of development against the thresholds established in this Specific Plan*
- *Evaluate the need for planned improvements based on development patterns and programs in the CIP*
- *Review the various Incentives Programs to evaluate if these elements are providing the intended results*

A Five-Year Progress Report will be prepared and may be included as part of Budget Cycle or Strategic Plan Updates.

CHULA VISTA URBAN CORE SPECIFIC PLAN
MITIGATION MONITORING REPORTING PROGRAM

(Public Facilities and Services Program)

Introduction

This mitigation monitoring reporting program (MMRP) was prepared for the City of Chula Vista Urban Core Specific Plan to comply with Public Resources Code section 21081.6, which requires public agencies to adopt such programs to ensure effective implementation of mitigation measures. This monitoring program is dynamic in that it will undergo changes as additional mitigation measures are identified and additional conditions of approval are placed on the project throughout the project approval process. Pursuant to Public Resources Code section 21081.6(a)(2), the City of Chula Vista designates the Environment Review Coordinator and the City Clerk as the custodians of the documents or their material which constitute the record of proceedings upon which its decision is based.

This monitoring program will serve a dual purpose of verifying completion of the mitigation identified in the EIR and generating information on the effectiveness of the mitigation measures to guide future decisions. The program includes the following:

- Monitor qualifications
- Specific monitoring activities
- Reporting system
- Criteria for evaluating the success of the mitigation measures

The proposed project is the adoption of the Chula Vista Urban Core Specific Plan (UCSP). The UCSP would govern the development and revitalization of the urban core of the City of Chula Vista. The UCSP includes land use objectives, development regulations (zoning), and development design guidelines to implement the adopted General Plan vision for the urban core. The UCSP's planning horizon is the year 2030.

The City of Chula Vista is located in southern San Diego County, between National City and the southernmost portion of the City of San Diego which abuts the U.S.-Mexican border. The UCSP area occupies 1,700 acres in the northwest portion of the City. A smaller, 690-gross-acre Subdistricts Area was determined to be most in need of revitalization and is the focus of all the regulatory land use provisions of the UCSP. The new zoning, development standards, and design guidelines proposed in the UCSP will apply only to the Subdistricts Area of the UCSP. Existing zoning and land use regulations will not be changed in the remaining portion of the UCSP study area outside the Subdistricts Area. The UCSP Subdistricts Area comprises the traditional downtown area east of I-5, west of Del Mar Avenue, north of L Street, and south of C Street.
Under the proposed Chula Vista Urban Core Specific Plan, the urban core would be organized into three planning districts (Urban Core, Village, and Corridors) and 26 subdistricts.

The proposed Chula Vista Urban Core Specific Plan is described in the Environmental Impact Report (EIR) text. The EIR, incorporated herein as referenced, focused on issues determined to be potentially significant by the City of Chula Vista. The issues addressed in the EIR include land use, landform alteration/aesthetics, cultural resources, geology and soils, paleontological resources, population and housing, hydrology and water quality, traffic circulation and access, noise, air quality, public services, public utilities, and hazards/risk of upset. The environmental analysis concluded that for all of the environmental issues discussed, some of the significant and potentially significant impacts could be avoided or reduced through implementation of recommended mitigation measures. Potentially significant impacts requiring mitigation were identified for landform alteration/aesthetics, cultural resources, geology and soils, paleontological resources, water quality, traffic circulation and access, noise, air quality, public services, public utilities (energy), and hazards/risk of upset.

Public Resources Code section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. The monitoring program for the Urban Core Specific Plan therefore addresses the impacts associated with only the issue areas identified above.

Mitigation Monitoring Team

The monitoring activities would be accomplished by individuals identified in the attached MMRP table. While specific qualifications should be determined by the City of Chula Vista, the monitoring team should possess the following capabilities:

- Interpersonal, decision-making, and management skills with demonstrated experience in working under trying field circumstances;
- Knowledge of and appreciation for the general environmental attributes and special features found in the project area;
- Knowledge of the types of environmental impacts associated with construction of cost-effective mitigation options; and
- Excellent communication skills.

Program Procedural Guidelines

Prior to any construction activities, meetings should take place between all the parties involved to initiate the monitoring program and establish the responsibility and authority of the participants. Mitigation measures that need to be defined in greater detail will be addressed prior to any project plan approvals in follow-up meetings designed to discuss specific monitoring effects.

An effective reporting system must be established prior to any monitoring efforts. All parties involved must have a clear understanding of the mitigation measures as adopted and these mitigations must be distributed to the participants of the monitoring effort. Those that would have a complete list of all the mitigation measures adopted by the City of Chula Vista would include the City of Chula Vista and its Mitigation Monitor. The Mitigation Monitor would distribute to each Environmental Specialist and Environmental

Monitor a specific list of mitigation measures that pertain to his or her monitoring tasks and the appropriate time frame that these mitigations are anticipated to be implemented.

In addition to the list of mitigation measures, the monitors will have mitigation monitoring report (MMR) forms, with each mitigation measure written out on the top of the form. Below the stated mitigation measure, the form will have a series of questions addressing the effectiveness of the mitigation measure. The monitors shall complete the MMR and file it with the MM following the monitoring activity. The MM will then include the conclusions of the MMR into an interim and final comprehensive construction report to be submitted to the City of Chula Vista. This report will describe the major accomplishments of the monitoring program, summarize problems encountered in achieving the goals of the program, evaluate solutions developed to overcome problems, and provide a list of recommendations for future monitoring programs. In addition, and if appropriate, each Environmental Monitor or Environmental Specialist will be required to fill out and submit a daily log report to the Mitigation Monitor. The daily log report will be used to record and account for the monitoring activities of the monitor. Weekly and/or monthly status reports, as determined appropriate, will be generated from the daily logs and compliance reports and will include supplemental material (i.e., memoranda, telephone logs, and letters). This type of feedback is essential for the City of Chula Vista to confirm the implementation and effectiveness of the mitigation measures imposed on the project.

Actions in Case of Noncompliance

There are generally three separate categories of noncompliance associated with the adopted conditions of approval:

- Noncompliance requiring an immediate halt to a specific task or piece of equipment;
- Infraction that warrants an immediate corrective action but does not result in work or task delay; and
- Infraction that does not warrant immediate corrective action and results in no work or task delay.

There are a number of options the City of Chula Vista may use to enforce this program should noncompliance continue. Some methods commonly used by other lead agencies include "stop work" orders, fines and penalties (civil), restitution, permit revocations, citations, and injunctions. It is essential that all parties involved in the program understand the authority and responsibility of the on-site monitors. Decisions regarding actions in case of noncompliance are the responsibility of the City of Chula Vista.

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

The following table summarizes the potentially significant project impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented. All the mitigation measures identified in the EIR are recommended as conditions of project approval and are stated herein in language appropriate for such conditions. In addition, once the Chula Vista Urban Core Specific

Plan has been approved, and during various stages of implementation, the designated monitor, the City of Chula Vista, will further refine the mitigation measures.

URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(PUBLIC FACILITIES AND SERVICES PROGRAM)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
HYDROLOGY/WATER QUALITY			
Surface and Ground Water Quality. Implementation of the proposed UCSP would allow a three-fold increase in population and associated intensification of existing urban land uses which would likely result in a substantial increase in direct runoff to drainage basins, municipal storm sewer systems, and eventual drainage to surface water and/or the ocean. This runoff will likely contain typical urban runoff pollutants such as sediment, pathogens, heavy metals, petroleum products, nutrients (phosphates and nitrates) and trash. This comprises a potentially significant long-term water quality impact. The potential long-term impacts to water quality which may result from implementation of the proposed UCSP would be required to be reduced to acceptable levels through the mandatory controls imposed by local, state, and federal regulations.	5.7-1: Prior to approval of subsequent individual development projects, compliance with all applicable federal, state and local laws and regulations regarding water quality (e.g. JURMP, SUSMP, NPDES, SWPP, and City Development and Redevelopment Projects Storm Water Manual) shall be demonstrated to the satisfaction of the City Engineer.	Prior to the approval of any construction permits, including but not limited to the first Grading Permit, Demolition Permit, and Urban Core Development Permit (UCDP).	City of Chula Vista (CCV)

URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
HYDROLOGY/WATER QUALITY (cont.)			
Selected provisions of the UCSP that allow and encourage native plant landscaping and sustainable building practices (water input and waste efficiencies, living roofs, bioswales, etc.) would potentially lessen future runoff volumes, flow rate and pollutant concentration. The construction activities of subsequent individual projects would also potentially cause short-term water quality impacts through direct discharge of pollutants, soil excavation/sedimentation, and through encountering of shallow groundwater during subfloor grading. This comprises a potentially significant short-term water quality impact.	5.7-2: Prior to approval of subsequent individual development projects, project applicants shall demonstrate to the satisfaction of the City Engineer that the proposed on-site storm drain systems fully mitigate drainage impacts and meet all federal, state, and regional water quality objectives and all City standards and requirements. Land development construction drawings and associated reports shall include details, notes, and discussions relative to the required or recommended Best Management Practices (BMPs). Permanent storm water BMP requirements shall be incorporated into the project design and all subsequent individual development projects are required to complete the applicable Storm Water Compliance Form and comply with the City of Chula Vista's Storm Water Management Standards Requirements Manual.	Prior to the approval of any construction permits, including but not limited to the first Grading Permit, Demolition Permit, and Urban Core Development Permit (UCDP).	City of Chula Vista (CCV)

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
HYDROLOGY/WATER QUALITY (cont.)			
	5.7-3: The City of Chula Vista requires that all new development and significant redevelopment projects comply with the requirements of the NPDES Municipal Permit, Order No. 2001-01. According to said permit, all projects falling under the Priority Development Project Categories are required to comply with the Standard Urban Storm Water Mitigation Plans (SUSMP) and Numeric Sizing Criteria. Future projects shall comply with all applicable regulations, established by the United States Environmental Protection Agency (USEPA), as set forth in the National Pollutant Discharge Elimination System (NPDES) permit requirements for urban runoff and storm water discharge, and any regulations adopted by the City of Chula Vista pursuant to the NPDES regulations and requirements. Further, the applicant shall file a Notice of Intent (NOI) with the State Water Resource Control Board to obtain coverage under the NPDES General Permit for Storm Water Discharges Associated with Construction Activity and shall	Prior to the approval of any construction permits, including but not limited to the first Grading Permit, Demolition Permit, and Urban Core Development Permit (UCDP).	City of Chula Vista (CCV)

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
HYDROLOGY/WATER QUALITY (cont.)			
	implement a Storm Water Pollution Prevention Plan (SWPP) concurrent with the commencement of grading activities. The SWPP shall include both construction and post-construction pollution prevention and pollution control measures, and shall identify funding mechanisms for the maintenance of post-construction control measures.		
	5.7-4: Prior to issuance of an Urban Core Development Permit or other discretionary permit, all subsequent individual development projects shall demonstrate to the satisfaction of the Community Development Director, conformance with Mediterranean/indigenous landscaping and other relevant design recommendations provided in UCSP Chapter VII Development Design Guidelines.	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.	City of Chula Vista (CCV)

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION			
Road Segments and Intersections Level of Service. A substantial increase in traffic on area roadways and at area intersections will result from planned population growth in the urban core area over the next 25 years. Without the intersection and roadway improvements envisioned in the proposed UCSP, by year 2030 conditions, 2 road segments and 19 intersections would operate at unacceptable LOS E or worse during peak traffic periods. This comprises a significant traffic impact prior to mitigation. The significant impacts to intersections will be mitigated to below significance by implementation of the improvements recommended in Mitigation Measure 5.8.5-1, with the exception of #27 Broadway/H Street, #33 Hilltop Drive/H Street and #54 Third Avenue/J Street. Impacts to these 3 intersections would remain significant and unmitigated.	5.8.5 -1: Intersection Improvements. Impacts to the 19 affected intersections will be mitigated to below significance by the implementation of improvements that have been divided into three tiers for phased implementation based on need and enhancement of the overall street network. Generally, time frames associated with the tiered improvements are anticipated as short-, mid- and long-term. In each tier, the City's existing TMP will determine the order in which projects are implemented during the biannual CIP program review. The Tier 1 improvements would be included in the current CIP and subsequently monitored for improvement within the first five years of implementation of the UCSP. It should be noted that three of the intersections (#7, #16, and #21) are proposed as project features rather than as needed to improve intersection LOS and most likely will be related to and timed with implementation of streetscape improvements along Third Avenue.	Three-tiered phasing of implementation based on need. Tier 1, short-term, improvements are to occur within the first five years of implementation of the UCSP or as may be modified by results of the annual Traffic Monitoring Program (TMP).	City of Chula Vista (CCV)

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
Recommendations at intersections #27, #33, and #54 do not improve conditions to an acceptable LOS due to ROW and design constraints. The following describes the constraints at the three intersections: • At the Broadway/H Street intersection (#27), an additional northbound and southbound through lane would be required in order to achieve an acceptable LOS D conditions. However, this improvement would require extensive widening of Broadway and H Street to allow for lane drops. Furthermore, this widening would create longer pedestrian crossings. As such, the recommended improvements of the eastbound queue jumper lane and the additional westbound through and right-turn lanes would improve the intersection from LOS F to LOS E conditions.	The intersection numbers in the improvements described below correspond to the intersection numbering system used in the TIA (Appendix C of this EIR): a. Tier 1 Improvements • #1 Bay Boulevard/I-5 Southbound Ramp/E Street: Add an eastbound through and right-turn lane, southbound right-turn lane, and northbound right-turn lane. Coordination with Caltrans will be required for this improvement. • #2 I-5 Northbound Ramp/E Street: Add a westbound right-turn lane. Coordination with Caltrans will be required for this improvement • #7 Third Avenue/E Street: Convert the northbound and southbound shared right-through lane into exclusive right-turn lanes. • #16 Third Avenue/F Street: Separate the southbound shared through-right lane into an exclusive through and right-turn lanes, convert the northbound shared through-right lane into an exclusive right-turn lane.		

URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
• At the Hilltop Drive/H Street intersection (#33), no improvements would be recommended due to ROW constraints. The poor LOS at this intersection is primarily caused by the high traffic volumes in the eastbound/westbound movements. Additional through and/or turn lanes would be required in order to improve this intersection to an acceptable LOS. With no improvements, this intersection would remain at LOS E during both peak periods. • At the Third Avenue/J Street intersection (#54), the required improvement of an additional southbound right-turn lane would impact the existing commercial building (Henry's Marketplace), which is built adjacent to the sidewalk. Therefore, this improvement is not recommended.	• #21 Third Avenue/G Street: Convert the northbound/southbound shared through-right lane into exclusive right-turn lanes. • #24 I-5 Southbound Ramp/H Street: Add a southbound left, eastbound through and right-turn lanes. Coordination with Caltrans will be required for this improvement. • #25 I-5 Northbound Ramp/H Street: Add a westbound through and right-turn lane and restripe south approach to accommodate dual left-turn lanes. Coordination with Caltrans will be required for this improvement. • #26 Woodlawn Avenue/H Street: Change Woodlawn Avenue to a one-way couplet. This improvement is required to serve the intense redevelopment occurring on both sides of H Street. The couplet improvement is not required mitigation further north toward E Street. • #27 Broadway/H Street: Add an eastbound transit queue jumper lane and westbound through and right-turn lanes.		

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
As a result, the LOS would remain at LOS E. However, if the property were to redevelop in the future, additional ROW could be obtained for the southbound right-turn lane. While existing TransNet funding is expected to cover some of the costs of roadway and transit improvements and existing traffic signal fees currently collected as new development occurs would be applied, as appropriate, to identified signal-phasing improvements, the Facilities Implementation Analysis (FIA) has identified proposed development fees that may be needed to fund some of the recommended traffic improvements. In addition, some of the improvements will require right of way dedications either as part of the development process or concurrent with capital improvements, and/or coordination with Caltrans.	• #28 Fifth Avenue/H Street: Change the northbound/southbound approaches to include protective plus permissive phasing and add a westbound right-turn lane. • #29 Fourth Avenue/H Street: Add an eastbound/westbound right-turn lane. • #44 Fourth Avenue/SR-54 Eastbound Ramp: Add an eastbound right-turn lane. Coordination with Caltrans will be required for this improvement. b. Tier 2 Improvements • #34 Broadway/SR-54 Westbound Ramp: Add a westbound right-turn lane. Coordination with Caltrans will be required for this improvement. • #59 J Street/I-5 Northbound Ramp: Add an eastbound left-turn and westbound right-turn lane. Coordination with Caltrans will be required for this improvement.		

URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
	• #61 L Street/Bay Boulevard: Signalize the intersection, add a southbound left-turn lane, and a northbound right-turn overlap phase to the traffic signal. • #63 Bay Boulevard/I-5 Southbound Ramp: Signalize the intersection. Coordination with Caltrans will be required for this improvement. • #64 Industrial Boulevard/I-5 Northbound Ramp: Signalize the intersection. Coordination with Caltrans will be required for this improvement. • H Street from four lanes to six lanes from I-5 to Broadway c. Tier 3 Improvements • #13 Broadway/F Street: Add an eastbound right-turn lane. • #45 Fourth Avenue/Brisbane Street: Add a southbound right-turn overlap phase to the traffic signal. • #57 Second Avenue/D Street: Convert to an all-way stop controlled intersection.		

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
	On an annual basis during buildout of the UCSP, the City shall apply the TMP to monitor actual performance of the street system in the Subdistricts Area by conducting roadway segment travel time studies in accordance with the City's Growth Management Program and Traffic Threshold Standards. The results of the annual study under the TMP will be used by the City to determine the timing and need for implementation of improvements to the nineteen intersections identified above as having potential significant impacts. The City shall implement the intersection improvements in phases based on the results of the annual TMP and on need and enhancement to the function of the overall street network. In addition to determining timing and need, this systems and operations monitoring approach should also be used to further ascertain final design details of the intersection improvements and may include consideration of the effects on traffic flow as well as the impacts/benefits to other travel modes (e.g., pedestrians and bicycles) that are foundational to the successful implementation of the Specific Plan.		

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
The potential significant impacts to street segments will be mitigated to below significance by implementation of the improvements recommended in Mitigation Measure 5.8.5-2, with the exception of Third Avenue between E and G Streets. The significant and unavoidable impact to this street segment result from the design of the project, which is intended to reduce Third Avenue to a two-lane downtown promenade to facilitate an enhanced pedestrian environment along the traditional commercial village. Although the planned improvements would result in an unacceptable LOS, they would meet the project objectives of creating a more pedestrian friendly and active streetscape that will accommodate multi-modes of transportation rather than accommodating only the automobile.	5.8.5-2: Segment Improvements. During build-out of the UCSP, the City shall apply the Traffic Monitoring Program (TMP) to monitor actual performance of the street system in the Subdistricts Area by conducting roadway segment travel time studies in accordance with the City's Growth Management Program and Traffic Threshold Standards. The results of the annual study under the TMP will be used by the City to determine the timing and need for implementation of improvements to the street segments identified as having potential significant impacts. The City shall implement the following street segment improvements: (1) based on the results of the annual TMP; or (2) based on need and enhancement to the function of the overall street network; and (3) in a manner that efficiently implements with phasing of necessary adjacent intersection improvements.	Timing of implementation based on (1) results of the annual Traffic Monitoring Program (TMP); (2) need and enhancement to the function of the overall street network; and (3) in a manner that efficiently implements with phasing of necessary adjacent intersection improvements.	City of Chula Vista (CCV)

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
	1) H Street between I-5 and Broadway would be reclassified as a six-lane gateway. As a result, the acceptable ADT would increase and result in an acceptable LOS.		
	2) Third Avenue between E Street and G Street would be constructed as a two-lane downtown promenade to facilitate an enhanced pedestrian environment along the traditional commercial village. As a result, the acceptable ADT along the segment would decrease and result in an unacceptable LOS. As such, impacts to Third Avenue will be significant and unavoidable. However, the Third Avenue corridor intersections at E, F and G Streets would all operate at an acceptable LOS.		

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
Due to the long-term nature of some of the improvements, the fee program and coordination have either not been implemented or begun, respectively, whereas the right of way exactions would occur with redevelopment. While these improvements are intended to be implemented when necessary and within the Tiers noted above, their long-term implementation cannot be assured at this time. Identified significant impacts will be partially mitigated but due to the lack of funding assurances at this time, future coordination with CALTRANS and SANDAG, and future right of way exactions, impacts are considered significant and unmitigated.	5.8.5- 3:Prior to issuance of an Urban Core Development Permit, subsequent development projects shall prepare a traffic assessment to quantify the projects' potential traffic impacts. Subsequent projects will be required to contribute their fair share to the Tiered Improvements listed above under Mitigation 5.8.5.1. Mitigation may be in the form of: 1. Payment of Transportation Development Impact Fee (TDIF), as may be established in the future for the western portion of the City; 2. Payment of existing Traffic Impact Signal Fee; 3. Construction of improvements within the project boundaries; and/or 4. Early advancement of improvements beyond the project boundaries, subject to a reimbursement agreement.	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.	City of Chula Vista (CCV)

URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
	The City's TDIF program for the west side of the City, including the Urban Core is anticipated to be developed within the subsequent twelve months following adoption of the UCSP. The TDIF will clearly establish the costs of the improvements identified above as well as the fair share costs to be applied to all subsequent development projects. Once the TDIF has been established, the fee will be consistently applied to all subsequent development projects, until such time that the TDIF is amended or rescinded. In the interim, if subsequent development projects are processed and approved prior to the establishment of a TDIF, a condition of approval will be included that prior to issuance of building permits the project will contribute to the TDIF, as may be established.		

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
Pedestrian, Bicycling and Public Transit. The three-fold increase in population projected for the UCSP Subdistricts Area by 2030 would place greater demands on public transit services. However, provisions of the UCSP serve to benefit, rather than to deteriorate, mobility conditions for pedestrians, bicyclists and public transit users. Additionally, the UCSP does not conflict with any adopted plans or programs supporting alternative transportation. Impacts to alternative forms of transportation as a result of the proposed UCSP would not be significant nor adverse given adherence of subsequent projects to relevant regulations and guidelines of the UCSP as outlined in Mitigation Measure 5.8.5-4.	5.8.5-4: Prior to issuance of an Urban Core Development Permit for subsequent development projects, the traffic assessment prepared to quantify the projects' potential traffic impacts will also identify how alternative modes of transportation will be accommodated. Mitigation may be in the form of: 1) Compliance with the development regulations and design guidelines of the UCSP to accommodate pedestrians, bicyclists and public transit; and 2) Where applicable, construction of improvements within the project boundaries; and/or 3) Early advancement of improvements beyond the project boundaries, subject to a reimbursement agreement.	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.	City of Chula Vista (CCV)

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
Parking. A projected total of 18,560 parking spaces would be required to serve future development of the proposed UCSP at buildout. Potential significant impacts to parking would be reduced to below significance by the incorporation of these development regulations and design guidelines into subsequent development projects, as required as part of the UCSP design review process. Parking improvements will either be made on-site (i.e. where required of subsequent development projects), or off-site (i.e. in coordination with the City's Parking District or in Lieu Fee program). A number of other parking improvement strategies are included in the UCSP including raking buffers, parking districts and parking structures.	5.8.5-5: Prior to issuance of an Urban Core Development Permit, subsequent development projects shall comply with the parking standards set forth in the UCSP development regulations and design guidelines for the type and intensity of development proposed.	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.	City of Chula Vista (CCV)

URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
Multi-Jurisdictional Efforts. The proposed UCSP will result in both direct and cumulatively significant traffic impacts to study area freeway segments and ramps. As described above under Road Segments and Intersections Level of Service, the following freeway interchanges would be significantly impacted by the proposed UCSP: • #1: Bay Boulevard/I-5 SB ramp at E Street (LOS E – AM Peak, LOS F – PM Peak); • #2: I-5 NB Ramp at E Street (LOS E – AM and PM Peak); • #24: I-5 SB Ramp at H Street (LOS F – PM Peak); • #25: I-5 NB Ramp at H Street (LOS F – PM Peak); • #34: Broadway at SR-54 WB Ramp (LOS F – AM Peak); • #44: Fourth Avenue at SR-54 EB Ramp (LOS F – PM Peak);	5.8.5-6: The City shall participate in a multi-jurisdictional effort conducted by Caltrans and SANDAG to assist in developing a detailed engineering study of the freeway right-of-way that will identify transportation improvements along with funding, including federal, state, regional, and local funding sources, and phasing, that would reduce congestion consistent with Caltrans Standards on the I-5 South corridor from the State Route 54 (SR-54) interchange to State Route 75 (SR-75)/Palm Avenue (the "I-5 South Corridor") (hereinafter, the "Plan). Local funding sources may include fair share contributions by private development based on nexus as well as other mechanisms. The Plan required by this mitigation shall include the following: 1) The responsible entities (the "Entities") included in this effort will include, but may not be limited to the City, the Port, SANDAG, and Caltrans. Other entities may be included upon the concurrence of the foregoing Entities.	To coincide with multi-year planning effort that began June 2005, is ongoing and scheduled to conclude in three to five years.	City of Chula Vista (CCV), in cooperation with other jurisdictions.

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
• #59: J Street at I-5 NB Ramp (LOS F – AM Peak, LOS E – PM Peak); • #63: Bay Boulevard at I-5 SB Ramp (LOS F – AM and PM Peak); and • #64: Industrial Boulevard at I-5 NB Ramp (LOS F – PM Peak). The monitoring of traffic as stipulated by Mitigation Measure 5.8.5-1 will assist in establishing the need and timing for transportation improvements, including freeway-related improvements, serving the UCSP area. In addition, Mitigation Measure 5.8.5-3 requires subsequent development projects to prepare a traffic assessment to quantify the project's potential traffic impacts. Subsequent projects will also be required to contribute their fair share to the Tiered Improvements listed above under Mitigation 5.8.5.1.	2) The Plan will specifically identify physical and operational improvements to I-5, relevant arterial roads and transit facilities (the "Improvements"), that are focused on specific transportation impacts and will also identify the fair share responsibilities of each Entity for the construction and financing for each Improvement. The Plan may also identify other improvements necessary to address regional transportation needs, but for purposes of this mitigation measure, the Improvements included in the Plan need only be designed to mitigate the impacts created by the Proposed Project. 3) The Plan will set forth a timeline and other agreed-upon relevant criteria for implementation of each Improvement.		

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
Mitigation of impacts will require development and regional acceptance of a feasible program to improve freeway segments and ramps in the Urban Core area. The City, along with Caltrans, and SANDAG will continue to pursue and promote improvement of the I-5 freeway facilities adjacent to the UCSP area. The concept of promoting/requiring "fair-share" contributions on the part of developers for improvements to the freeway system will need to be addressed as part of the implementation of an acceptable program to improve freeway segments and ramps. As such, the specification of such requirements cannot be determined at this time. Mitigation Measure 5.8.5-6 was developed to ensure the continued participation in regional transportation planning efforts by the City, Caltrans, SANDAG, and other entities as may be identified.	4) The Plan will identify the total estimated design and construction cost for each Improvement and the responsibility of each Entity for both implementation and funding of such costs. 5) The Plan will include the parameters for any fair-share funding contributions to be implemented, that would require private and/or public developers to contribute to the costs, in a manner that will comply with applicable law. 6) In developing the Plan, the Entities shall also consider ways in which the Improvements can be coordinated with existing local and regional transportation and facilities financing plans and programs, in order to avoid duplication of effort and expenditure; however, the existence of such other plans and programs shall not relieve the Entities of their collective obligation to develop and implement the Plan as set forth in this mitigation measure. Nothing in the Plan shall be construed as relieving any Entity (or any other entity) from its independent responsibility (if any) for the implementation of any transportation improvement.		

URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
TRAFFIC/CIRCULATION (cont.)			
The City of Chula Vista shall continue to work with SANDAG and Caltrans on an ongoing basis to identify sources and obtain funding for a variety of transportation system improvements. Future residential growth in the Urban Core will be subject to the Regional Transportation Congestion Improvement Program, as stipulated by the Transnet legislation and will provide additional funds for improvement of the regional arterial system.	7) The City shall seek adoption of the Plan before the City Council upon the completion of the multi-jurisdictional effort to develop the Plan. The City shall report, to their governing bodies regarding the progress made to develop the Plan within six months of the first meeting of the Entities. Thereafter, the City shall report at least annually regarding the progress of the Plan, for a period of not less than five years, which may be extended at the request of the City Council. 8) The Plan shall also expressly include each Entity's pledge that it will cooperate with each other in implementing the Plan. The failure or refusal of any Entity other than the City to cooperate in the implementation of this mitigation measure shall not constitute failure of the City to implement this mitigation measure; however, the City shall use its best efforts to obtain the cooperation of all responsible Entities to fully participate in order to achieve the goals of the mitigation measure.		

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC SERVICES			
Law Enforcement. Future development in accordance with the proposed UCSP would result in a significant impact to law enforcement services because of the anticipated increase in calls for service and the additional travel time required to answer these calls. While the police facility at Fourth Avenue and F Street is sufficient to meet the law enforcement needs created by increased demand resulting from development, more police officers will be needed in order to maintain response times. Significant impacts would result if timing of these provisions does not coincide with projected increase in demand for services and populations growth.	5.11.1-1: Subsequent development projects shall demonstrate that significant impacts to police services resulting from an individual project are addressed prior to approval of an Urban Core Development permit or other discretionary approval. As part of project review, subsequent development projects shall be evaluated for adequate access for police vehicles (pursuant to GPU Policy PFS 6.1) and integration of Crime Prevention Through Environmental Design (CPTED) techniques (pursuant to GPU Policy PFS 6.3).	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.	City of Chula Vista (CCV)
	5.11.1-2: As a condition of project approval, individual developers shall pay the public facilities development impact fees (PFDIF) at the rate in effect at the time building permits are issued.	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.	City of Chula Vista (CCV)
Implementation of mitigation measures 5.11-1-1 through 5.11.1-3 would mitigate impacts to the provisions of adequate law enforcement services resulting from the adoption of the UCSP to below a level of significance.	5.11.1-3: As part of the annual budgeting process, the City shall assess the need for additional police personnel to provide protection services consistent with established City service levels and commensurate with the increase in population.	Needs assessed during annual City budget review.	City of Chula Vista (CCV)

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC SERVICES (cont.)			
Fire Protection. The Chula Vista Fire Department does not currently meet the threshold standard for response time for the City, including the UCSP Subdistricts Area. Buildout of the proposed UCSP would increase demand for fire protection services. However, as population growth in the service area warrants, additional fire protection personnel and fire protection equipment and facilities would be provided to help ensure adequate service within the requirements of the GMOC threshold standards. Significant impacts to fire protection services would result if timing of these provisions does not coincide with projected increase in demand for services and population growth. With the implementation of mitigation measures 5.11.2-1 through 5.11.2-3, significant impacts to the provision of fire protection services would be mitigated to less than significant.	5.11.2-1: Prior to approval, subsequent individual development projects in the UCSP shall demonstrate provision of adequate access and water pressure for new buildings. 5.11.2-2: As a condition of project approval, individual developers shall pay the public facilities development impact fees at the rate in effect at the time building permits are issued. 5.11.2-3: As part of the annual budgeting process, the City will assess the need for additional fire personnel to provide protection services consistent with established City service levels and commensurate with the increase in population.	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit. Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit. Needs assessed during annual City budget review.	City of Chula Vista (CCV) City of Chula Vista (CCV) City of Chula Vista (CCV)

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URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC SERVICES (cont.)			
Schools. The proposed UCSP will result in a three-fold increase in population within the Subdistricts Area at buildout and an associated increase in demand for schools. At buildout, the UCSP is expected to generate a net increase of approximately 3,877 students between elementary, middle school, and high school grades. The generation of approximately 2,485 additional elementary students would have a significant impact on existing elementary schools serving the area because they are already at or near capacity. New students generated by the UCSP would require at least 59 additional elementary school classrooms. However, potentially fewer students may result from UCSP buildout or interim conditions due to the intensified urban environment of the UCSP, with new mid- to high-rise mixed uses likely to be occupied by single or childless young couples, or empty nesters. Therefore, the impacts may be overstated and will be monitored to accurately plan for new student enrollment.	5.11.3-1: Prior to approval, subsequent development projects in the UCSP shall demonstrate that significant impacts to public educational services resulting from the individual project have been addressed. As a condition of project approval, individual developers shall pay the statutory school impact fees at the rate in effect at the time building permits are issued.	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.	City of Chula Vista (CCV)

URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC SERVICES (cont.)			
Libraries. Buildout of the UCSP may require additional library space in order to meet and maintain the City criteria of 500 square feet per 1,000 population and 3 books per person for new development. Based on the expected net increase in population of 18,318 with buildout of the UCSP, increased demand on existing library services would amount to approximately 9,159 square feet of library facilities and 54,954 books. Existing library service conditions in the City are inadequate and not in compliance with City standards. Additional library capacity is planned by 2007, however, with the construction of the 30,000-square-foot Rancho Del Rey Library. In the absence of this or other new library construction, any additional demand on library services would comprise a significant impact.	The following mitigation measure will mitigate library impacts resulting from the adoption of the UCSP to below a level of significance. 5.11.4-1: Prior to approval, subsequent individual development projects in the UCSP shall demonstrate that significant impacts to the provision of library services resulting from individual projects have been addressed. As a condition of project approval, individual developers shall pay the public facilities development impact fees at the rate in effect at the time building permits are issued.	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.	City of Chula Vista (CCV)

URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC SERVICES (cont.)			
Parks and Recreation. Implementation of the proposed UCSP would generate increased demand for parks and recreation facilities. Full buildout of the UCSP would be required to provide up to approximately 55 acres of new parkland (incrementally and commensurate with new development) in order to meet the Chula Vista Municipal Code, Park Development Ordinance standard of 3 acres of parkland for every 1,000 people. A significant impact could occur if dedication of parkland and construction of new facilities does not coincide with project implementation and project population growth. Implementation of mitigation measure 5.11.5-1 would reduce impacts to the provisions of park and recreation services and facilities resulting from the adoption of the UCSP to below a level of significance.	5.11.5-1: Prior to approval of an Urban Core Development Permit, each subsequent project shall establish to the satisfaction of the Community Development Director that the project meets the City's parkland dedication requirement. As a condition of project approval, individual developers shall provide required parkland and facilities on-site, if possible and consistent with potential site locations identified in the UCSP and Parks Master Plan; or pay the applicable parkland acquisition and parkland development fee and recreation facility development impact fees at the rates in effect at the time building permits are issued.	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.	City of Chula Vista (CCV)

URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC UTILITIES			
Wastewater Treatment Capacity. Based on buildout projections, impacts to the provision of sewer service would be significant. Chula Vista owns capacity in the Metro system, which provides conveyance of City wastewater flows. Increasing population will place additional demand on sewer services. While it is the intent of the City to ensure that services are provided concurrent with need, the provision of sewer services is not solely within its authority. Although the City is in the process of acquiring additional capacity from Metro, that acquisition has not yet been finalized. Based on GPU buildout projections, the City will be generating approximately 26.2 mgd of wastewater citywide by 2030 and would need to acquire additional 6.4 mgd of capacity rights by the year 2030 in order to meet citywide projected demand. Of this total, 1.57 mgd are projected to be generated in western Chula Vista, including a projected generation of 0.88 mgd for the UCSP Subdistricts Area.	5.12.2-1: Prior to the approval of subsequent individual development projects, project plans shall demonstrate that there is sufficient wastewater capacity available to serve the proposed project. Conditions of approval may require sewer capacity fees to be contributed to mitigate project-related impacts.	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.	City of Chula Vista (CCV)

URBAN CORE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM
(continued)

Potential Significant Impact	Mitigation Measures	Time Frame of Mitigation	Monitoring Reporting Agency
PUBLIC UTILITIES (cont.)			
Energy. Impacts to energy are considered significant because there is no long-term assurance that energy supplies will be available at buildout of the UCSP. Avoidance of energy impacts cannot be assured regardless of land use designation or population size. Although changes to planned land uses in the City would continue to implement the Energy Strategy Action Plan, San Diego Regional Energy Plan and Transit First Plan, implementation of the proposed land uses identified in the UCSP has the potential to result in significant impacts to nonrenewable and slowly renewable energy resources as a result of anticipated growth. The environmental sustainability measures of the UCSP(Chapter VI, G.) may further serve to reduce energy consumption associated with construction and occupation of structures within the UCSP area.	5.12.4-1: The City shall continue to implement the Energy Strategy Action Plan that addresses demand side management, energy efficient and renewable energy outreach programs for businesses and residents, energy acquisition, power generation, and distributed energy resources and legislative actions, and continue to implement the CO_2 Reduction Plan to lessen the impacts on energy. While implementation of the above mitigation measure reduces energy related impacts, because there is no assurance that energy resources will be available to adequately serve the projected increase in population resulting from adoption of the UCSP, the impact remains significant.	Prior to the approval of an Urban Core Development Permit (UCDP) or other discretionary permit.	City of Chula Vista (CCV)

RESOLUTION PCM 07-01

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CHULA VISTA RECOMMENDING CITY COUNCIL ADOPT THE URBAN CORE SPECIFIC PLAN (PCM NO.07-01) AND RELATED REZONING ACTIONS

WHEREAS, on December 13, 2005 an update to the City's General Plan was approved which provides a contemporary vision for the Urban Core, the traditional downtown of the City. The General Plan Vision for the Urban Core of the City states that the Urban Core will contain the greatest diversity of public, commercial, civic, financial, cultural, and residential uses emphasizing its role as the hub of the City; and

WHEREAS, the General Plan Vision for the traditional residential neighborhoods that surround the Urban Core states that the attractiveness of living in these areas will be enhanced by the Urban Core's diversity in character and architectural style and enhanced access to facilities and services; and

WHEREAS, the Land Use and Transportation Element of the General Plan calls for the Urban Core Specific Plan (UCSP), or other zoning regulations to implement the new land uses, in particular mixed use and urban core residential zoning districts, to ensure the systematic implementation of the 2005 General Plan; and

WHEREAS, the UCSP will serve as the specific plan to direct and guide the development of the Urban Core, including the Downtown and surrounding areas, towards this goal by directly regulating land use and establishing a focused development scheme and process for the area; and

WHEREAS, Chula Vista Municipal Code Section 19.07.010 adopts by reference Sections 65450 through 65457 of the California Government Code that authorizes the local legislative body to initiate the preparation of a specific plan to implement the policies of a general plan; and

WHEREAS, the requirement to have zoning consistent with the City's General Plan is established in CVMC Section 19.06.030 and California Government Code 65860. The UCSP is the first in a series of significant zoning documents that are anticipated to implement the vision established by the 2005 General Plan; and

WHEREAS, on May 27, 2003, the City Council approved Resolution No. 2003-236 to initiate the preparation of the UCSP; and

WHEREAS, in January 2004 the consulting firm of RRM Design Group was retained to assist staff in the preparation of the UCSP; and

WHEREAS, on August 3, 2004 the City Council appointed an 18 member Advisory Committee to work with the City's staff and consultant team and the community in developing some of the major components of the UCSP, and the UCSP Advisory Committee held it's first

meeting as a two day event on August 13 and 14, 2004 to begin preparation of the draft UCSP; and

WHEREAS, in September 2004, a community workshop was held to gather public input on matters related to the preparation of the draft UCSP; and

WHEREAS, based on input from Committee members and the public at these meetings, draft "Vision Plans" were created to set the framework for developing the UCSP; and

WHEREAS, the draft Vision Plans were presented to the UCSP Advisory Committee followed by presentation to a joint City Council/Planning Commission workshop on November 17, 2004, and a second community workshop. Based on the positive reaction to the Vision Plans the staff and consultant team began developing major components of the UCSP; and

WHEREAS, monthly meetings of the UCSP Advisory Committee were held from January through June 2005. These well attended meetings held with the UCSP Advisory Committee provided direction on significant planning issues such as new permitted land uses, development standards, design guidelines, and gateway design elements; and

WHEREAS, in September 2005, the General Plan Draft EIR was released for public review, followed by public hearings and approval of the General Plan on December 13, 2005; and

WHEREAS, following the adoption of the General Plan in December 2005, a preliminary "Public Review Draft" UCSP was presented to the Advisory Committee in March 2006. In addition, a third community workshop, jointly sponsored by the Northwest Civic Association and Crossroads II, was held to provide the community with an overview of the UCSP and garner additional preliminary input on the draft UCSP. Feedback from both of these events was considered and incorporated, as determined appropriate by staff and the consultant team, into a "Public Review" Draft UCSP; and

WHEREAS, the UCSP has been prepared pursuant to the authority granted in the Chula Vista Municipal Code Section 19.07, Specific Plans, and the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 and contains all the mandatory elements identified in Government Code Section 65451; and

WHEREAS, Chapters V, IX, X, XI and Appendix D of the UCSP provide the plan and mechanisms to ensure public facilities and services occur commensurate with subsequent development; and

WHEREAS, the UCSP Environmental Impact Report 06-01 has been prepared as a Program EIR and includes an evaluation of the growth management quality of life thresholds at a programmatic level. The Final EIR Mitigation Monitoring and Reporting Program (MMRP) provides a summary of the impacts analysis and/or mitigation measures that address provision of public services and facilities and requires subsequent development projects to contribute to the

provision of public services and facilities commensurate with their impact as development occurs over the course of the next 20 years; and

WHEREAS, during the public review period for the DEIR, information sessions/workshops were held with the Design Review Committee, Planning Commission, and Chula Vista Redevelopment Corporation to provide an overview of the UCSP to these advisory bodies in preparation of future public hearings; and

WHEREAS, the Chula Vista Redevelopment Corporation held a duly noticed public hearing for Draft EIR 06-01 on July 13, 2006, to close the public review period, and following the close of the public hearing, the public review period ended on July 13 2006; and

WHEREAS, a Public Hearing Draft UCSP (PCM 07-10) has been prepared and incorporates revisions to the Public Review Draft UCSP, as described in the Public Hearing Draft "Errata" based on public input and minor revisions to correct information; and

WHEREAS, the Community Development Director set the time and place for a hearing on said UCSP for October 11, 2006 and notice of said hearing, together with its purpose, was given pursuant to California Government Code 65091 and 65092 at least ten days prior to the hearing; and

WHEREAS, the hearing was held at the time and place as advertised, namely on October 11, 2006 at 6:00 p.m. in the City Council Chambers, 276 Fourth Avenue, before the Planning Commission and after receiving public testimony said hearing was continued to a date to be determined pending the November 2006 election outcome regarding Proposition 90; and

WHEREAS, the Community Development Director set the time and place for a subsequent hearing on said UCSP for March 28, 2007 and notice of said hearing, together with its purpose, was given pursuant to California Government Code 65091 and 65092 at least ten days prior to the hearing; and

WHEREAS, the hearing was held at the time and place as advertised, namely on March 28, 2007 at 6:00 p.m. in the City Council Chambers, 276 Fourth Avenue, before the Planning Commission and said hearing was thereafter closed; and

WHEREAS, the Planning Commission considered all reports, evidence, and testimony presented at the public hearing with respect to the Public Hearing Draft UCSP, DEIR and FEIR.

NOW, THEREFORE, BE IT RESOLVED THAT THE PLANNING COMMISSION of the City of Chula Vista, having independently reviewed and considered the information in the Public Hearing Draft UCSP (PCM 07-01), Draft and Final EIR No. 06-01 and all reports, evidence and testimony presented at the public hearing recommends that the City Council of the City of Chula Vista find, determine, resolve and order that the UCSP has been prepared pursuant to Chula Vista Municipal Code Chapter's 19.07 and Government Code Sections 65450-65457; and

BE II FURTHER RESOLVED THAT THE PLANNING COMMISSION of the City of Chula Vista, having reviewed and considered the information in the Public Hearing Draft UCSP (PCM 07-01) recommends that the City Council of the City of Chula Vista find, determine, resolve and order that pursuant to Government Code Section 65854 - 65855 the UCSP is consistent with the 2005 General Plan as supported by the Public Hearing Draft UCSP (PCM 07-01), Final EIR (No 06-01) and analysis including attachments to the staff report to the Planning Commission for the October 11, 2006 and March 28, 2007 and is supported by public necessity, convenience, general welfare, and good zoning practice; and

BE II FURTHER RESOLVED THAT THE PLANNING COMMISSION of the City of Chula Vista, having reviewed and considered the information in the Public Hearing Draft UCSP (PCM 07-01), Draft and Final EIR No. 06-01 and all reports, evidence and testimony presented at the public hearing recommends that the City Council of the City of Chula Vista find, determine, resolve and order that the UCSP is in keeping with Chula Vista Municipal Code Chapter 19.80, as it requires subsequent new development to provide adequate public services and facilities commensurate with their impact; and

BE IT FURTHER RESOLVED THAT THE PLANNING COMMISSION does hereby recommend that the City Council adopt an ordinance amending the zoning map and approving Public Hearing Draft UCSP (PCM 07-01) with all amendments including the additional recommendations made at the Planning Commission public hearing on March 28, 2007 specifically to: 1) apply the alternative residential parking standard, for subdistricts other than those designated as Transit Focus Areas, that is based on the number of bedrooms (i.e. 1 parking space for studios and one bedroom units and 2 parking spaces for two+ bedroom units) rather than a uniform parking standard of 1.5 parking spaces per unit; and 2) add two parcels located at 311-325 G Street to the V-3 West Village subdistrict. The zoning regulations contained in the Public Hearing Draft UCSP (PCM 07-01), specifically Chapter VI, will replace existing Municipal Code zoning classifications for the properties within the UCSP Subdistricts Area (Attachment 1) and will introduce new zoning classifications for mixed-use (retail/office), mixed-use with residential, and urban core residential (high-density residential) as identified by the 2005 General Plan and provide consistency between the 2005 General Plan and zoning as required by CVMC 19.06.030.

PASSED AND APPROVED BY THE PLANNING COMMISSION OF CHULA VISTA, CALIFORNIA, this 28th day of March, 2007 by the following vote, to-wit:

AYES: Felber, Tripp, Spethman, Vinson, Clayton
NOES:
ABSENT:
ABSTAIN: Moctezuma, Bensoussan

ATTEST:

Diana Vargas
Secretary to the Planning Commission

Bryan Felber, Chair